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****NOTICE OF CANCELLED MEETING AND NOTICE OF SPECIAL MEETING** TREASURE ISLAND DEVELOPMENT AUTHORITY**

NOTICE IS HEREBY GIVEN that the regular meeting of the Treasure Island Development Authority scheduled for Wednesday, November 9, 2011 at 1:30 pm at 1 Dr. Carlton B. Goodlett Place, Room 400, City Hall, San Francisco, California, has been **CANCELLED**.

A Special Meeting of the Treasure Island Development Authority Board will be held Wednesday, November 16, 2011 at 4:30 PM at the Casa de la Vista, 191 Avenue of the Palms, Treasure Island, San Francisco, California. It is anticipated that an approximately 30 minute closed session will take place at the beginning of the meeting. An agenda shall be posted 72 hours prior to the Special Meeting.

Treasure Island Development Authority

Relevant documents such as resolutions, staff summaries, leases, subleases are available at the Treasure Island Development Authority Office, One Avenue of the Palms, Second Floor, Treasure Island, and the Government Information Center at the Main Library, 100 Larkin Street. Public comment is taken on each item on the agenda.

If any materials related to an item on this agenda have been distributed to the TIDA Board of Directors after distribution of the agenda packet, those materials are available for public inspection at Treasure Island Development Authority, Building One, 2nd Floor, One Ave. of Palms, San Francisco, CA 941130 during normal office hours.

10-24-11P01:09 RCVD

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Disability Access

The Treasure Island Development Authority is holding this special meeting at the Treasure Island Casa de la Vista, Building 271, 191 Avenue of the Palms, Treasure Island, San Francisco, CA. The Casa de la Vista is accessible to persons using wheelchairs and others with disabilities. Assistive listening devices are available upon request. Agendas are available in large print. Materials in alternative formats and/or American Sign Language interpreters will be made available upon request. Please make your request for alternative format or other accommodations to the Mayor's Office on Disability 554-6789 (V), 554 6799 (TTY) at least 72 hours prior to the meeting to help ensure availability.

MUNI bus line serving the area is the 108 line. Accessible curbside parking is available on Avenue of the Palms. For more information about MUNI accessible services, call 923-6142. For those persons requiring driving information, please call the TIDA Commission Secretary, at 274-0660.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illness, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based scented products. Please help the City to accommodate these individuals.

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing devices.

Lobbyist Ordinance

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign and Governmental Code 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2300, fax (415) 581-2317 and web site <http://www.sfgov.org/ethics/>.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

(Chapter 67 of the San Francisco Administrative Code)

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact: Administrator, Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415 554 7724; by fax at 415 554 7854; or by email at sotf@sfgov.org.

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**TREASURE ISLAND DEVELOPMENT AUTHORITY
SPECIAL MEETING AGENDA**

November 16, 2011 – 5:00 P.M.

Casa de la Vista – Building 271
191 Avenue of Palms, Treasure Island

DIRECTORS

Linda Richardson, *President*
Claudine Cheng, *VP*
Larry Del Carlo
Mark Dunlop

John Elberling
Larry Mazzola, Jr. *Secretary*
Jean-Paul Samaha
Hon. Jane Kim (*Ex-Officio*)

Mirian Saez, Director of Island Operations
Asja Steeves, Commission Secretary

ORDER OF BUSINESS

1. Call to Order and Roll Call

2. General Public Comment (Discussion Item) This item is to allow members of the public to address the Treasure Island Development Authority Board ("Authority Board") on matters that are within the subject matter jurisdiction of the Authority Board and that do not appear on the agenda. In addition to General Public Comment, Public Comment will be held during each item on the agenda.***

Estimated Length of Item: 10 minutes

3. Reports

a. Report by Director of Island Operations (*Discussion Item*)

This item is to allow the Director of Island Operations to report on recent Treasure Island activities and make announcements.

Estimated Length of Item: 5 minutes

b. Report by Office of Economic & Workforce Development (*Discussion Item*)

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This item is to allow the Office of Economic & Workforce Development to report on activities related to the transfer and development of former Naval Station Treasure Island.
Estimated Length of Item: 10 minutes

- c. Report by the Treasure Island/Yerba Buena Island Citizen's Advisory Board (*Discussion Item*)

This item is to allow the Citizen Advisory Board to inform the Authority Board of recent developments.

Estimated Length of Item: 5 Minutes

- d. Annual Update from the Authority's Community Service Contractors (*Discussion Item*)

This item is to allow Catholic Charities' Development Center, Boys & Girls Club, YMCA, and TIHDI to inform the Authority Board of developments over the past year.

Estimated Length of Item: 10 Minutes

- 4. Communications (*Discussion Item*)

Estimated Length of Item: 5 minutes

- 5. Ongoing Business by Board of Directors (*Discussion Item*)

Estimated Length of Item: 5 Minutes

- 6. **CONSENT AGENDA** (*Action Item*)

All matters listed hereunder constitute a Consent Agenda, are considered to be routine by the Treasure Island Development Authority Board ("Authority Board") and will be acted upon by a single vote of the Authority Board. There will be no separate discussion of these items unless a member of the Authority Board so requests, in which event the matter shall be removed from the Consent Agenda and considered as a separate item.

- a. Approving the Minutes of the October 12, 2011 Ad Hoc Nomination Committee Meeting and the October 12, 2011 Regular Meeting.

- b. Approving the Treasure Island and Yerba Buena Island Parking Rules, Regulations and Prohibitions.

- 7. Authorizing the Director of Island Operations to Enter into Negotiations with the John Stewart Company to Extend the Term and Make Other Appropriate Amendments to the Sublease, Development, Marketing and Property Management Agreement for Rental Housing on Treasure and Yerba Buena Islands (*Action Item*)

Estimated Length of Item: 15 Minutes

- 8. Resolution authorizing a Fourth Amendment to the Memorandum of Agreement with the San Francisco County Transportation Authority for project management services and consultant services for the completion of preliminary engineering and design for the Yerba Buena Island Ramps to defer the loan repayment dates by up to two years and increase the not-to-exceed budget for the portion of the loan that will not be reimbursed by state or federal funds to \$10,287,000. (*Action Item*)

9. Informational Presentation on Temporary Emergency Housing Plan (*Discussion Item*)
Estimated Length of Item: 10 Minutes
10. Treasure Island Museum Association Presentation (*Discussion Item*)
Estimated Length of Item: 15 Minutes
11. Discussion of Future Agenda Items by Directors (*Discussion Item*)
Estimated Length of Item: 5 Minutes
12. Adjourn

The Treasure Island Development Authority Board of Directors and the Director of Island Operations invite the public to attend a reception immediately following adjournment of the meeting in the Casa de la Vista, 191 Avenue of the Palms, Treasure Island.

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The nearest accessible BART station is Civic Center Plaza at the intersection of Market, Grove, and Hyde Streets. The accessible MUNI Metro lines are the J, K, L, M, and N (Civic Center Station or Van Ness Avenue Station). MUNI bus lines serving the area are the 47 Van Ness, 9 San Bruno, and the 6, 7, 71 Haight/ Noriega. Accessible curbside parking is available on 1 Dr. Carlton B. Goodlett Place and Grove Street. For more information about MUNI accessible services, call 923-6142.

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Lobbyist Ordinance

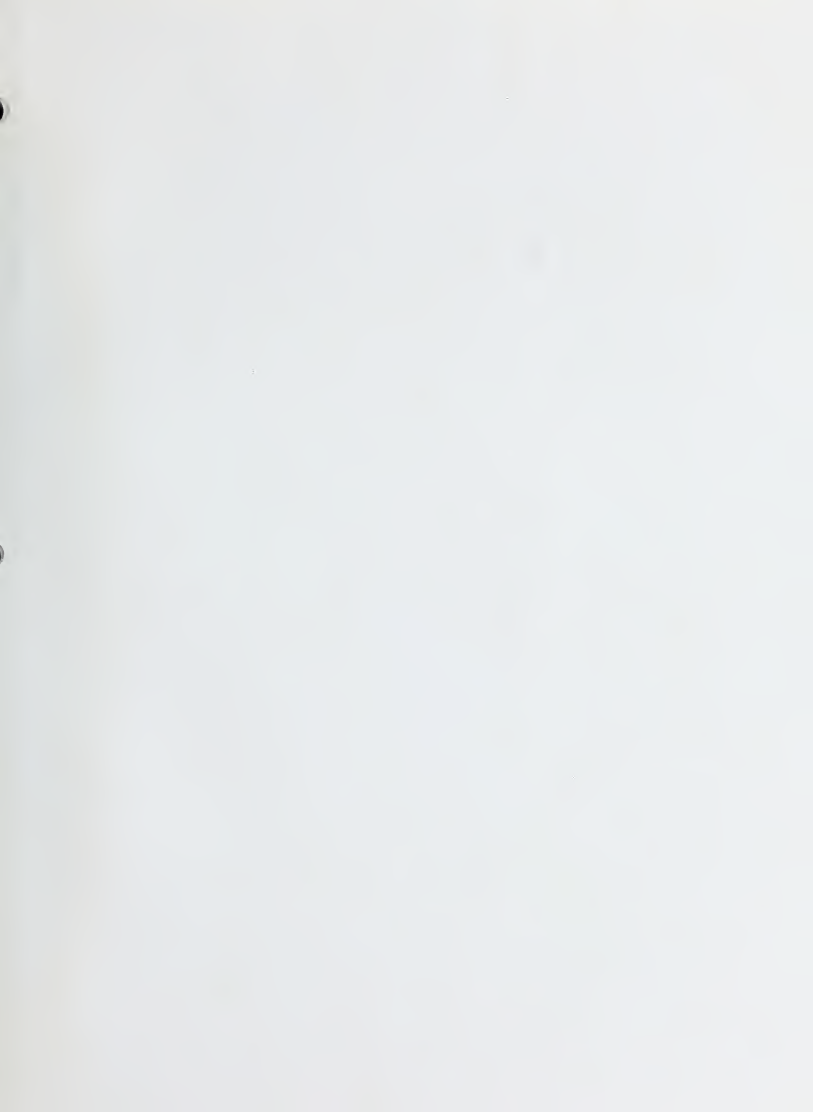
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From: Asja Steeves/ADMSVC/SFGOV
 To: Nicole Wheaton/MAYOR/SFGOV@SFGOV
 Date: 10/14/2011 01:02 PM
 Subject: TIDA Response to Mayoral Request: Quarterly Commissioner Attendance Reports

8/29/2011 Special Meeting	9/14/2011 Regular Meeting
Present	Present
Claudine Cheng, President	Claudine Cheng, President
Larry Del Carlo	Larry Del Carlo
Mark Dunlop	Mark Dunlop
Larry Mazzola, Jr.	John Elberling, Chief Financial Officer (1:42pm tardy)
Linda Richardson	Linda Richardson
Jean-Paul Samaha, Secretary/Vice-President	Excused
Excused	Supervisor Jane Kim, Ex-Officio
Supervisor Jane Kim, Ex-Officio	Jean-Paul Samaha, Secretary/Vice-President
John Elberling, Chief Financial Officer	Larry Mazzola, Jr.

Q1 FY 11-12 Meeting dates (From July 2011-September 2011)

Commissioner	# of meetings	# Attended	Tardy	Percent
Claudine Cheng	2	2		100%
Larry Del Carlo	2	2		100%
Mark Dunlop	2	2		100%
Larry Mazzola, Jr.	2	1		50%
Linda Richardson	2	2		100%
Jean-Paul Samaha	2	1		50%
John Elberling	2	1	1	50%
Supervisor Jane Kim, Ex-Officio	2	0		0%

Meeting dates: August 29, 2011 and September 14, 2011

Asja Steeves
 Assistant to Mirian Saez, Director of Island Operations
 Treasure Island Development Authority
 One Avenue of the Palms, Building 1, 2nd Floor
 San Francisco, CA 94130
 Phone: 415-274-0300 Fax: 415-274-0299



OCT 20 2011
MS, R, R, E

ASJA

MEMORANDUM

To: Mirian Saez, Director of Operations, Treasure Island Development Authority

cc: Suzanne Wood, Edison Capital Jack Gardner, JSCo Ned York, JSCo
John Stewart, JSCo Loren Sanborn, JSCo Connie Le, JSCo
Paula Schlunegger, JSCo Lynny Lee, JSCo

From: Michael Smith-Heimer *MSH*

Date: October 20, 2011

Subject: Percentage Rent for Treasure Island Housing Project Sublease for September 2011

Enclosed is our payment of Percentage Rent in the amount of \$318,172 for the September period, calculated per the sublease agreement. This figure is based on the accompanying attachments. You should note that these expenses reflect a suspension of reserve funding as outlined in the sublease requirements but continue to include accrued funds to pay Possessory Interest charges of the property.

Calculation of Funds Available for Distribution

TIDA receives 95% revenues remaining after adjusting gross revenues by operating expenses, current accretion due and the repayment of ledger balances based on sublease specifications. Funds expended for replacement reserve eligible items are expensed in the period expenses are recognized. To the degree that these costs are reimbursed from the replacement reserve account, percentage rent will be adjusted in the period that the reserve draw is approved.

For the month of September 2011, Actual Total Revenues were slightly under Budgeted Total Revenues (-1.05%) while Actual Total Operating Expenses were below Budgeted Total Operating Expenses by about 3.6%. The result was that Funds Available for Distribution were above budget by about 3.21%.

Calculation of Percentage Rent

Based on operations, a total of \$318,172 in adjusted Gross Revenues after costs of operations are available for distribution for the September period. These revenues are distributed as follows:

<u>September 2011 Distributions</u>	<u>Actual</u>	<u>Budgeted</u>
Available for Distribution	\$318,172	\$308,276
Percentage rent for TIDA	\$302,263	\$292,861
Percentage rent for JSCO	\$15,909	\$15,414

This percentage rent breakdown reflects the current year split by TIDA/JSCo. Beginning with April 2005 disbursements, TIDA receives 95% of revenues after expenses, while the John Stewart Company percentage is 5% of the amount.

Draw	Draw 140	Draw 141	Draw 142	Draw 143	Draw 144	Draw 145	Draw 146	Draw 147	Draw 148	Draw 149	Draw 150	Draw 151	Draw 152
Draw	578	578	578	578	578	578	578	578	578	578	578	578	578
Units Leased and Occupied during month	434	432	428	421	417	414	410	405	398	393	388	384	377
Average Unit Rent													
REVENUE FROM OPERATIONS													
Leasehold Improvements	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291	1,127,291
Financial Income (loss, marketing from Sept. 2009 onward)	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541	-2,234,541
Credit Check Revenue	699	699	699	699	699	699	699	699	699	699	699	699	699
Gross Revenue Collected	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033	11,033
EXPENSES FROM OPERATIONS	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477	934,477
6210 Advertising/Marketing	971	1,900	971	971	971	971	971	971	971	971	971	971	971
6220 Credit Reports	1,303	951	659	837	960	1,341	1,459	855	200	1,139	393	578	854
6230 Office Supplies	11,334	18,691	18,691	18,691	18,691	18,691	18,691	18,691	18,691	18,691	18,691	18,691	18,691
6310 Office Supplies	932	3,873	2,525	3,867	4,559	1,807	3,433	3,492	2,246	4,090	3,595	2,621	2,621
6315 Consulting Expense													
6318 Office Supplies Environmental	39,108	26,025	26,394	25,739	25,493	23,567	26,783	26,211	27,831	22,121	24,355	23,831	23,017
6320 Transportation Fee	5,790	5,983	5,790	7,006	6,277	5,600	6,220	6,075	6,275	5,370	5,370	5,370	5,370
6330 Management/Supervisor	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800	2,800
6331 Staff Utilities													
6340 Legal Expenses	10,028	3,223	4,343	983	594	11,324	4,438	490	462	2,413	2,493	10,028	664
6341 Legal Environmental													
6350 Telephone	1,186	1,186	1,267	1,186	1,186	1,058	1,112	2,030	1,881	0	1,881	1,161	1,267
6370 Cellphone	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272	1,272
6380 Vehicle Lease & Insurance	121	225	2,075	619	205	825	525	525	525	525	525	525	525
6381 Vehicle Lease & Insurance													
6382 Community Outreach													
6383 Administrative Services													
6384 Community Outreach													
6385 Community Outreach													
6386 Community Outreach													
6387 Community Outreach													
6388 Community Outreach													
6389 Rent Credits	255	187	197	197	797	209	185	187	312	637	187	352	2,482
Remediation Expense													
Utilities	72,000	82,305	65,859	72,132	67,320	69,323	75,083	76,044	61,450	75,744	61,450	67,323	68,478
6450 Subcontract - Utilities	126,333	124,302	123,230	121,620	120,473	119,325	116,178	117,031	115,033	113,074	117,534	115,744	115,034
6500 Navy CAN Charge	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242	26,242
OPERATING AND MAINTENANCE													
6505 Operating and Maintenance	175	684	0	297	655	475	211	0	0	0	0	0	412
6510 Janitorial Supplies	1,540	560	840	1,340	1,110	180	420	1,140	330	1,160	490	990	412
6517 Contract Cleaning	1,540	560	840	1,340	1,110	180	420	1,140	330	1,160	490	990	412
6520 Janitorial Supplies	1,540	560	840	1,340	1,110	180	420	1,140	330	1,160	490	990	412
6521 Janitorial Supplies	1,540	560	840	1,340	1,110	180	420	1,140	330	1,160	490	990	412
6522 Rubbish Removal	13,342	24,637	19,000	17,718	19,467	16,696	12,271	22,355	21,355	18,255	1,825	1,825	2,080
6523 Rubbish Removal	13,342	24,637	19,000	17,718	19,467	16,696	12,271	22,355	21,355	18,255	1,825	1,825	2,080
6524 Rubbish Removal	13,342	24,637	19,000	17,718	19,467	16,696	12,271	22,355	21,355	18,255	1,825	1,825	2,080
6525 Security Supplies	7,448	9,059	14,095	7,338	7,218	7,513	17,617	7,556	9,363	8,309	8,068	13,910	10,986
6526 Security Supplies	7,448	9,059	14,095	7,338	7,218	7,513	17,617	7,556	9,363	8,309	8,068	13,910	10,986
6527 Security Supplies	7,448	9,059	14,095	7,338	7,218	7,513	17,617	7,556	9,363	8,309	8,068	13,910	10,986
6528 Fire Alarm Expenses	467	590	1	0	1,094	0	0	1,116	0	4,371	0	4,748	468
6529 Fire Alarm Expenses	467	590	1	0	1,094	0	0	1,116	0	4,371	0	4,748	468
6530 Fire Alarm Expenses	467	590	1	0	1,094	0	0	1,116	0	4,371	0	4,748	468
6531 Fire Alarm Expenses	467	590	1	0	1,094	0	0	1,116	0	4,371	0	4,748	468
6532 Fire Alarm Expenses	467	590	1	0	1,094	0	0	1,116	0	4,371	0	4,748	468
6533 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6534 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6535 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6536 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6537 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6538 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6539 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6540 Grounds Supplies	1,440	830	1,440	93,727	6,629	38	38	38	38	38	38	38	38
6541 Maintenance Payroll	13,193	14,227	13,002	14,832	14,350	12,720	17,045	16,349	20,339	13,760	17,244	17,688	17,378
6542 Repairs Material	6,640	14,646	2,130	5,357	18,657	3,349	11,266	3,177	25,354	14,474	16,101	3,098	15,961

Drawn	Draw 140	Draw 141	Draw 142	Draw 143	Draw 144	Draw 145	Draw 146	Draw 147	Draw 148	Draw 149	Draw 150	Draw 151	September
Units ready for occupancy at beginning of month	570	578	570	570	578	576	578	570	578	578	578	570	162
Appropriation Units, Leased and Completed during month	434	432	430	431	417	444	406	410	398	393	386	304	371
Average Unit Rent													
6542 Repairs Capitalized	4,231	3,055	3,240	3,100	3,176	2,100	2,710	30,000	0.051	0	0	0	2,800
6543 Printing Maintenance (includes \$818 EOY adjustment in December, 2004)	1,921	1,901	1,920	1,900	1,276	0	0	0	3,724	100	0	0	2,800
6544 Fuel Maintenance	1,001	0,375	1,110	1,480	0	0	0	0	0	0	0	0	4,050
6545 Heating and Cooling (includes \$291 EOY adjustment in December, 2004)	151	0	1,830	2,117	2,833	0	0	0	0	0	0	0	1,750
6546 Repairs Capitalized	60	190	1,225	0	0	0	0	0	0	0	0	0	0
6552 Appliances Repairs	60	190	1,225	0	0	0	0	0	0	0	0	0	0
6553 Yarn	1,800	273	11,722	0	0	0	0	0	1,077	1,342	2,208	0,332	75
6554 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6555 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6556 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6557 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6558 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6559 Yarn	1,800	273	11,722	0	0	0	0	0	0	0	0	0	0
6560 Painting and Decorating (includes adj for August 2007)	410	2,400	428	0	598	0	1,115	728	0	612	2,776	1,594	728
6570 Vehicle Lease	11,830	0	1,354	2,114	106	2,594	20,846	3,350	5,300	54	0	305	1,107
6571 Repairs Capitalized	14,035	11,110	21,913	14,139	20,850	7,100	0,640	0,116	15,040	380	12,302	14,014	1,107
6572 Mail and Expresses (includes \$100 EOY adjustment in Dec)	17,151	10,490	11,702	0	-4,872	0,230	4,317	0,007	14,140	0	0	17,523	14,014
6573 Uniform Laundry Service	5,809	0,005	101,260	0	14,105	42,715	11,795	40,421	-5,425	14,830	68,620	0,050	13,027
6574 Repairs Capitalized	14,322	17,147	204,744	211,407	185,358	183,512	170,384	164,469	165,880	139,862	292,723	143,486	284,684
6575 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6576 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6577 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6578 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6579 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6580 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6581 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6582 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6583 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6584 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6585 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6586 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6587 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6588 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6589 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6590 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6591 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6592 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6593 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6594 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6595 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6596 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6597 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6598 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6599 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6600 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6601 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6602 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6603 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6604 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6605 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6606 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6607 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6608 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6609 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6610 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6611 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6612 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6613 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6614 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6615 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6616 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6617 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6618 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6619 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6620 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6621 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6622 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6623 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6624 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6625 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6626 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6627 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6628 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6629 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6630 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6631 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6632 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6633 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6634 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6635 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6636 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6637 Repairs Capitalized	3,445	3,505	3,430	4,897	0,000	4,620	4,180	4,103	4,280	3,220	3,753	3,005	3,004
6638 Repairs Capitalized	3,												

800

Ent	Name	Acct No	Account Name	Invoice	Date	P.O. Num	Reference	Net
TR100	Villages at Treasure	7141-000	% Rent - TIDA	0911 % Rent	10/20/2011		Sep11 % Rent	302,263.00

Payor:	TREASURE ISLAND-RES.	Date	10/20/2011	Check No.	010765	Check Amount	302,263.00
Payee:	Treasure Island Dvlpmnt Authority						

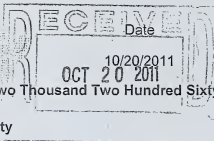
Retain this statement for your records

AP000001Rev 01/05 www.westamc.com



TREASURE ISLAND-RES.
The John Stewart Company, Trustee
 1388 Sutter Street, 11th Fl
 San Francisco, CA 94109

WestAmerica Bank
 90-4021/1211
 Sausalito, CA 94965



Check No.	010765	Check Amount	\$302,263.00
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Pay to the order of:

Treasure Island Dvlpmnt Authority
 2nd Floor, Treasure Island
 One Avenue of the Palms
 San Francisco, CA 94130

VOID IF NOT CASHED WITHIN 180 DAYS OF ISSUANCE

RUB BLUE IMAGE SECURE AREAS TO SHOW THE WORD "VALID"

⑈ 10765 ⑈ ⑆ 121140218 ⑆ 050692862 ⑈



OCT 24 2011
MSRR FILE
AS

TREASURE ISLAND

Monthly Maintenance Common Area Charges 2011

6589—MAINTENANCE-COMMON AREA CHARGES: The figure of an average \$28,300 per month/\$339,608 per year is included. Common Service charges are referenced in Section 3.1.2. and 3.1.3 of Exhibit 1 as part of the Exhibits to the Sublease Agreement. Common Service Charges are composed of two parts: a charge for the land (\$6,886.96 per month) and a charge for the structures (\$23,317.54). The Common Area charge for the structures is a function of each apartment's square footage. While Common service Charges per annum have been historically fixed at \$30,204.50 per month/ \$362,454.00 per year based upon a portfolio of 632 units, this expense was reduced in July 2007 by **\$1,962.38 per month to \$28,242.10 per month**/\$338,905.20 per year with the return of the 54 "borrowed" units to Treasure Island Homeless Development Initiative. The Common Area Charges are now based upon a portfolio of 578 units.

While the Villages expects a decrease in the Common Area Charges with the relocation of the residents from Yerba Buena Island to Treasure Island, this line item does not include any budgetary reflection since it is difficult to anticipate at what rate tenants will relocate. Please note that the 80 apartments on YBI represent approximately 13.8% of the structural common area charges paid monthly.

Ent	Name	Acct No	Account Name	Invoice	Date	P.O. Num	Reference	Net
TRI00	Village's at Treasure	6589-000	Maint.-Common Area	CAM Charge	8/1/2011		Monthly CAM Charge	28,242.10
CAM 8/2011								

Payor: TREASURE ISLAND-RES.
 Payee: Treasure Island Dvlpmnt Authority
 Date: 10/20/2011
 Check No. 010766
 Check Amount: 28,242.10

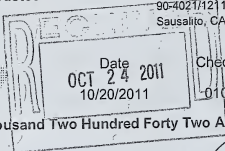
Retain this statement for your records

AP30079Rev 01/02 www.fishbase.org



TREASURE ISLAND-RES.
 The John Stewart Company, Trustee
 1388 Sutter Street, 11th Fl
 San Francisco, CA 94109

WestAmerica Bank
 90-4021/1211
 Sausalito, CA 94965



Check No.
 010766

Check Amount
 \$28,242.10

Twenty Eight Thousand Two Hundred Forty Two AND 10/100 Dollars

Pay to the order of:

Treasure Island Dvlpmnt Authority
 2nd Floor, Treasure Island
 One Avenue of the Palms
 San Francisco, CA 94130

VOID IF NOT CASHED WITHIN 180 DAYS OF ISSUANCE

RUB BLUE IMAGE SECURE AREAS TO SHOW THE WORD "VALID"

Edward P. Young

⑈ 10766⑈ ⑆ 121140218⑆ 0506928621⑈



**SAN FRANCISCO POLICE DEPARTMENT
SOUTHERN STATION
850 BRYANT ST
SAN FRANCISCO, CA. 94108
OFFICE #: (415) 553-7959
FAX # (415) 553-9722**



Fax Transmittal Sheet.

DATE: November 7, 2011

AGENCY: Treasure Island Development Authority

FAX NUMBER: (415) 274-0299

ATTENTION: Marianne

SENT BY: Larry Bertrand

PHONE #: (415) 553-7959

COMMENTS:

Marianne,

Please find attached the October statistics for Treasure Island.

Any questions, please give me a call.

Thank you.

Larry Bertrand

Number of pages, Including Cover Sheet: 2

CITY & COUNTY OF SAN FRANCISCO



MIRIAN SAEZ
DIRECTOR OF ISLAND OPERATIONS

TREASURE ISLAND DEVELOPMENT AUTHORITY

ONE AVENUE OF THE PALMS
BLDG. ONE, 2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660 FAX (415) 274-0299
WWW.SFTREASUREISLAND.ORG

To: Treasure Island Development Authority Board of Directors
From: Mirian Saez, Director of Island Operations
Date: November 11, 2011
Re: Use Permit and Film Permit Waivers

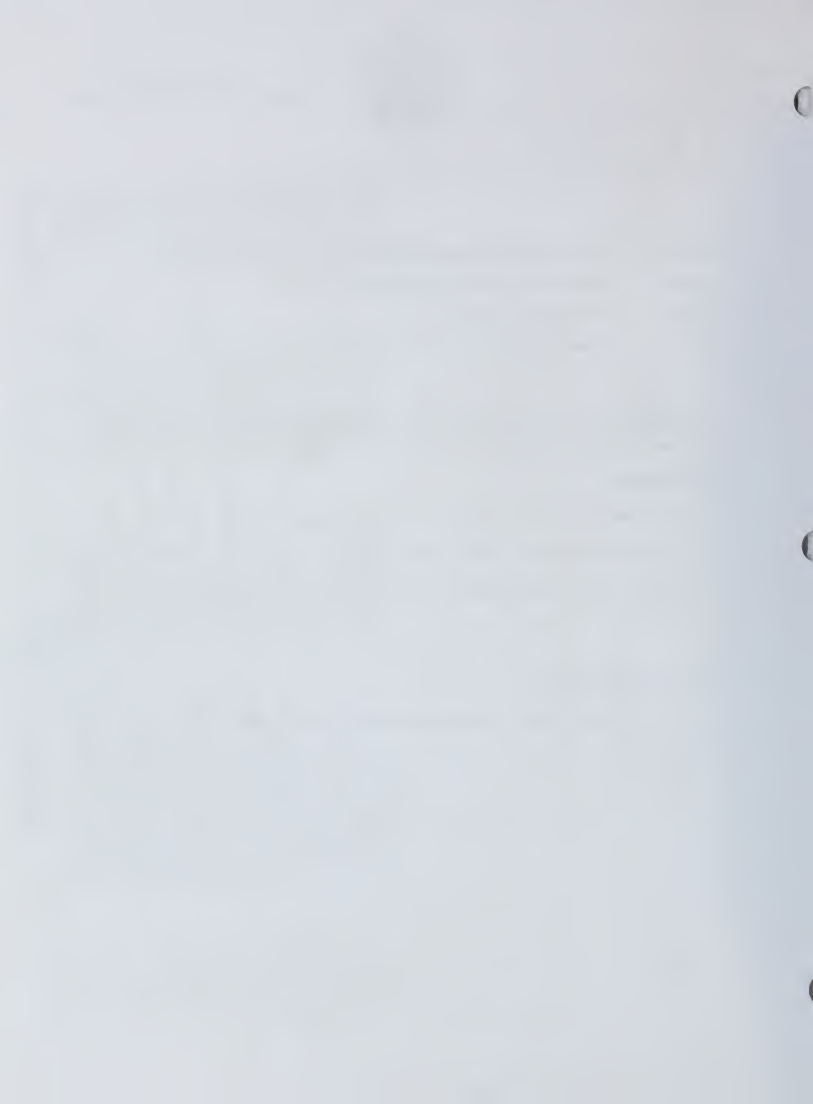
The following waivers and reductions were granted for short-term Use Permits and Film Permits October 8 – November 11, 2011.

Fee Waivers:

- TIHDI Annual Fundraiser – Pavilion By The Bay- October 13, 2013
- Department of Homeland Security- Bayside Units 1211, 1213, October 20, 2011
- Academy of Arts University Student Project- Avenue N at 13th Street October 23, 2011

Security Deposit Waivers:

- TIHDI Annual Fundraiser – Pavilion By The Bay- October 13, 2013



Treasure Island Development Authority
 Subleases and Permits Executed
 Pursuant to Leasing Policy
 As of November 11, 2011

Agreement Number	Leasehold Status (new/expired)	Company Name/Prospective Subtenant	Commencement Date/Event Date	Sq. Ft	Monthly rent	Comments
P-502		Pacific Brokerage	10/8, 10/9		\$100	Beer garden
P-503		SEGGRA	10/15		\$500	Parking
P-504		WVC	10/29, 10/30		\$1000	Parking



TREASURE ISLAND DEVELOPMENT AUTHORITY
ONE AVENUE OF THE PALMS
2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660 FAX (415) 274-0299
WWW.SFTREASUREISLAND.ORG

To: Mirian Saez, Director of Island Operations
From: Peter Summerville, Project Office Staff
Date: November 4, 2011
Re: Treasure Island Development Authority website

In response to recent inquiries from Board President Linda Richardson, please find in this memo information on the Authority's website, www.sftreasureisland.org. The Authority's initial presence on the Internet was via a website hosted by the City's then-Department of Telecommunication and Information Services, since renamed Department of Technology (DT). DT provided TIDA the domain address for TIDA's website (at that time www.sfgov.org/treasureisland) as well as the web-server memory storage space which stored all content posted on the site, including files such as JPG picture files and PDF files as well as the bandwidth. Bandwidth allows the TIDA site to transmit information, such as development documents, from the site to the public via the Internet. This web server storage space and bandwidth are standard services provided by any Internet Service Provider (ISP) in support of hosting a website.

Graphic design of the original TIDA site and content updating on the site were tasks both performed by TIDA staff, with DT staff providing as-needed technical programming and design assistance involving any major issues. Under this system of hosting and content management, there was no Authority funds expended.

In 2005, then-Board President Claudine Cheng requested staff investigate various options available to the Authority for improving the design of the website as well as addressing concern that access to the TIDA website by the general public is handicapped by the fact that TIDA's domain address was not agency-specific or intuitive enough to enable the general public to navigate to the site via Internet search engines such as Yahoo and Google. In response to this request, Authority staff presented an analysis of options for addressing these concerns, both through DT and private ISP and website design contractors, at the Authority Board's September 21, 2005 meeting.

At its June 14th, 2006 meeting, the Authority Board directed staff to work with the City's Department of Reproduction and Mail Services Creative Services Division (Creative Services) to redesign the layout and structure of the Authority webpage as well as to take the technical steps necessary to implement these programming and design changes, including securing ISP services for the website. Creative Services staff created a site map governing the distribution of content throughout the new site. Factors that influenced the design and layout of the website included:

- (1) Desire to effectively increase on-line promotion and marketing of the Authority's revenue-generating resources, specifically its events venue, commercial and residential leasing programs.
- (2) Ease of accessibility to public documents and information regarding the transfer and redevelopment of Treasure and Yerba Buena Island.
- (3) Historical usage data of page visits to the current Authority website.
- (4) Ease of navigation to pertinent public documents and information concerning the Authority Board, Citizen Advisory Board, and the transfer and redevelopment planning process.
- (5) Relative simplicity of design and movement throughout the site to allow for ease of access and navigation by members of the public accessing the internet at slower connection speeds.
- (6) Site and artistic design reflecting the character of Treasure and Yerba Buena Islands.

At its February 14, 2007 meeting the Authority Board approved the expenditure of funds necessary to execute this redesign by Creative Services, and in March of 2009 the redesigned Authority website, including a unique URL of www.sfttreasureisland.org was completed.

This new website iteration is reflected in the design and layout of the Authority's current website. In early 2011, Project Office staff worked with DT programming staff to make changes to the navigation and layout of content on the website. These changes were identified by staff and the public as beneficial to assisting public access to content on the site, navigation throughout the website, and included links to the Authority's presence on social media outlets Twitter and Facebook.

Website content is currently managed and updated by Project Office staff. On-going staff maintenance of the website content is focused on maintaining up-to-

date information on meetings, events and public information pertinent to the Treasure/Yerba Buena Islands communities, up-to-date information on Special Event venues and commercial leasing availability, postings of Authority Board and Citizen Advisory Board meeting agendas and supporting documents, up-to-date Treasure Island development news and accessible development-related public documents, and United States Navy environmental remediation and base transfer information. The Authority pays an annual fee of approximately \$2,500 to DT vendor Vision for the unique URL and content-management software license.



TO: Mirian Saez, Director of Island Operation, TIDA
FROM: Dan Stone, Property Manager, Villages at Treasure Island
DATE: November 9, 2011
SUBJECT: Capital Improvements

D/S

At the September TIDA board of directors meeting Director Elberling requested, "JSCo be proactive in presenting the Capital Improvements information to island residents." In response to his request the Villages at Treasure Island communicated to the island community via a newsletter article and an informational presentation at the October community meeting.

The article included in the October edition of Treasure Island news is as following:

"Each year the Villages at Treasure Island maintains many buildings and their components to ensure the community is properly maintained. At the TIDA Board meeting on September 14, 2011 The Villages at Treasure Island conducted a Capital Expenditure Program presentation which detailed the method by which maintenance is conducted. The presented information is available for residents to pickup at the Villages' office during normal hours of Monday through Friday 8:30 am to 5:00 pm. A member of the Villages staff is available to explain the information. A presentation of this material will occur at the October 19th Community Meeting."

At the October community meeting I presented a condensed version of the Capital Improvements information to the community.



DEPARTMENT OF TRANSPORTATION

DIVISION OF LOCAL ASSISTANCE

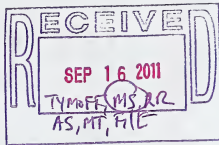
P.O. Box 942874, MS-1
SACRAMENTO, CA 94274-0001
PHONE (916) 653-7409
FAX (916) 657-4455
TTY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

September 14, 2011

Mr. Michael Tymoff
Deputy Director of Redevelopment
Treasure Island Development Authority
One Ave. of the Palms, 2nd Floor Treasure Island
San Francisco, CA 94130



Dear Mr. Tymoff:

This letter is to inform you that the Federal Highway Administration has awarded funds from the FY 2011 Discretionary Solicitation. Unfortunately, your project, Final Design and Engineering for the Treasure Island Ferry Terminal, was not awarded. However, please continue to watch for future solicitations.

If you have any questions, please contact April Nitsos at (916) 653-8450 or your District Local Assistance Engineer. Enclosed is the list of 2011 Discretionary Grant Programs Awards in California.

Sincerely,

KEVIN POKRAJAC, Chief
Office of Special and Discretionary Programs
Division of Local Assistance

Enclosure: List of 2011 Discretionary Grant Programs Awards in California

c: Sylvia Fung, District 4 Local Assistance Engineer
April Nitsos, HQ Division of Local Assistance

PROGRAM	DIST	PROJECT	AWARD	FUNDS REQUESTED	AVAILABLE NATIONWIDE
FBD	4	Construction of two new vessels for the Berkeley/Albany ferry service in San Francisco	\$2,915,000	\$3,000,000	
FBD	4	Improvements to Golden Gate ferry fuel system	\$1,460,000	\$1,500,000	
			\$4,375,000	\$4,500,000	
		FBD TOTAL		\$4,050,200	\$47,000,000
		TOTAL FUNDS REQUESTED ALL FBD APPLICATIONS			
IMD	10	Realignment of I-5 between French Camp Road Interchange and Mantney Road in Stockton	\$3,750,000	\$5,000,000	
IMD	4	Construction of additional lane and shoulder on I-680 between San Ramon and Danville	\$3,245,500	\$5,000,000	
			\$6,995,500	\$10,000,000	
		IMD TOTAL		\$10,000,000	\$100,000,000
		TOTAL FUNDS REQUESTED ALL IMD APPLICATIONS			
NHCBP	5	Restoration of the Felton Covered Bridge in Felton	\$248,238	\$248,238	
		NHCBP TOTAL		\$248,238	\$9,000,000
		TOTAL FUNDS REQUESTED ALL NHCBP APPLICATIONS			
PLHD	4	Construction of access road to San Pablo Bay National Wildlife Refuge headquarters in Petaluma	\$2,250,000	\$2,250,000	
PLHD	1	Construction of a roundabout and other pedestrian safety improvements on Sandmine Road in Humboldt	\$1,400,282	\$1,400,282	
PLHD	3	Construction of final 1.7-mile segment of 9.7-mile-long Forest Highway 171 project in Butte County	\$3,577,100	\$3,577,100	
PLHD	10	Redesign of Curtz Lake Interpretive Trail and Trailhead in Alpine County	\$45,000	\$45,000	
PLHD	5	Construction of public access parking at El Toro Creek on SH 68 near Fort Ord in Salinas	\$394,000	\$394,000	
			\$7,666,382	\$7,666,382	
		PLHD TOTAL		\$128,845,246	\$98,500,000
		TOTAL FUNDS REQUESTED ALL PLHD APPLICATIONS			

TSCP	4	The TCSP Program funds will be used to fill in the gap in this-to take on of the project through final 100 percent design, and therefore enable that project to be constructed using City County Association of Governments funds resulting in a model project for the Grand Blvd Initiative	\$365,232	\$560,000
TSCP	10	The TCSP Program funds will be used for construction and construction support costs for the University Miracle Mile Median Improvements Project one of two median projects that have been designed for Pacific Avenue	\$261,107	\$374,400
TSCP	10	The TCSP Program funds will be used for construction and construction support costs for the Pacific Avenue Median Improvements Project, one of two median projects that have been designed for Pacific Avenue	\$391,320	\$692,000
TSCP	12	The TCSP Program funds are requested to help expand and improve the Santa Ana River Trail along the area immediately bordering the east side of the Anaheim	\$652,200	\$1,000,000
TSCP	7	This funding will improve intermodal access at Henry Mayo Newhall Memorial Center, the only trauma center in the Santa Clarita Valley and a critical employment hub in northern Los Angeles County	\$130,440	\$200,000
TSCP	11	Funds to leverage an \$800,000 or 38% of the required cost private sector funding commitment, along with \$100,000 city in-kind contribution, to construct a 100 foot long pedestrian bridge over West Mission Road	\$782,640	\$1,200,000
TSCP	4	Constructing a 3-mile segment of the Napa Valley Vine Trail commuter bike path linking the Town of Yountville and City of Napa	\$2,500,000	\$4,000,000
		TCSP TOTAL	\$5,082,939	\$4,000,000
		TOTAL FUNDS REQUESTED ALL TCSP APPLICATIONS		\$110,300,000
Scenic Byways	1	Construction of 2,500-square-foot Yurok Scenic Byways Visitor Center along SH 101 in Klamath	\$960,000	
Scenic Byways	10	Construction of rest area at Ebbetts Pass Scenic Byway in Calaveras County	\$216,144	
Scenic Byways	1	Development of Corridor Management Plan for the 112.7-mile-long Yurok Scenic Byway	\$119,211	
Scenic Byways	5	Chorro Valley Non-Motorized Trail feasibility study in San Luis Obispo	\$47,000	
Scenic Byways	5	Upgrades to Coastal Access Path for Route 1 San Luis Obispo North Coast Byway in San Simcon	\$36,800	
		Scenic Byways TOTAL	\$1,379,155	
		TOTAL FUNDS REQUESTED FOR ALL SCENIC BYWAYS APPLICATIONS		\$43,500,000
Value Pricing		Evaluation of cordon pricing in downtown Los Angeles	\$3,200,000	

Civil Rights	California Department of Transportation, to provide specialized training for highway construction-related skills	\$250,000
Civil Rights	California Department of Transportation, to provide specialized training to prepare disadvantaged business enterprise firms to compete for federal highway contracts	\$407,400

Note: \$300,000 (1 application) in IBRD funds were requested by California but not awarded out of the \$4.5M available nationwide.



MIRIAN SAEZ
DIRECTOR OF ISLAND OPERATIONS

CITY & COUNTY OF SAN FRANCISCO

TREASURE ISLAND DEVELOPMENT AUTHORITY
ONE AVENUE OF THE PALMS,
BLDG. ONE, 2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660 FAX (415) 274-0299
WWW.TREASUREISLANDSF.ORG

October 6, 2011


Ms. Patricia McFadden
United States Navy Caretaker Site Office
One Avenue of the Palms, First Floor
Treasure Island
San Francisco, CA 94130

Dear Ms. McFadden,

Please accept this letter as the Treasure Island Development Authority's formal request to dispose of seven (7) above ground 10,000 gallon fuel tanks, Fuel Tanks 1 through 7, located at the Fuel Tank Farm adjacent to the intersection of Avenue N and 12th Street on former Naval Station Treasure Island, as pictured in the attached photograph and diagram.

These tanks are considered non-compliant with current regulatory requirements for fuel storage, are past their useful life, hold no economic value and are in such a condition that precludes their reuse by the Authority. Should your office approve of this request, please initial the space in the lower right hand corner of this letter and return a copy to my attention. Please contact me should you have any questions or desire clarification on the nature of the request.

Sincerely,


Mirian Saez
Director of Island Operations

CC: File

Request for Disposal Approved by CSO



DEPARTMENT OF TRANSPORTATION

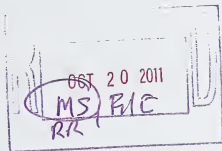
P.O. BOX 23660, MS 8-B
OAKLAND, CA 94623-0660
PHONE (510) 286-5900
FAX (510) 286-5903
CITY 711
www.dot.ca.gov



*Flex your power!
Be energy efficient!*

October 19, 2011

Owen Stephens, President
Treasure Island Development Authority
410 Ave. of the Palms, Bldg. 1, 2nd Floor
San Francisco, CA 94130



Dear Owen Stephens:

The San Francisco County Transportation Agency (SFCTA) and the California Department of Transportation (Caltrans) is pleased to provide you with the Final Environmental Impact Report/Environmental Impact Statement (FEIR/EIS) and Final Section 4(f) Evaluation for the Yerba Buena Islands (YBI) Ramps Improvement Project.

Enclosed are 1 hardcopy of Volume I of the Final EIR/EIS and 2 CDs of Volumes I and II of the Final EIR/EIS, as well as a hardcopy of the Notice of Availability (NOA). Volume II of the Final EIR/EIS includes an additional appendix, Appendix R, and includes memoranda for Appendices I, K, M, N, O, P and Q. The purposes of the memoranda are to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new significant impacts.

Electronic files of this final environmental document are also available online at www.dot.ca.gov/dist4/envdocs.htm or at <http://www.sfcta.org/content/view/516/311/>.

A thirty (30) day review period will be allowed for the public NOA before the Record of Decision (ROD) is approved.

If you have questions, please contact me at (510) 286-5231.

Sincerely,

MELANIE BRENT, Chief
District 4 Office of Environmental Analysis

cc: SFCTA

Enclosed are Appendix R and the memoranda for Appendices I, K, M, N, O, P and Q for Volume II of the Final EIR/EIS to update the Draft EIR/EIS binder for Volume II.

Yerba Buena Island Ramps Improvement Project

SAN FRANCISCO COUNTY, CALIFORNIA
DISTRICT 4 – I-80 (KP 12.3/13.2, PM 7.6/8.1)
EA-04-3A-640K

VOLUME II: APPENDIX H TO APPENDIX R

Final Environmental Impact Report/Environmental Impact Statement and Final Section 4(f) Evaluation



Prepared for the
**State of California Department of Transportation
and San Francisco County Transportation Authority**

The environmental review, consultation, and any other action required in accordance with applicable Federal laws for this project is being, or has been, carried out by Caltrans under its assumption of responsibility pursuant to 23 U.S.C. 327.



October 2011

Volume II : Appendices

Appendix H:	YBI Traffic Forecast and Operations Report
Appendix I:	Visual Impact Assessment
Appendix J:	YBI HPSR, HRER, and FOE and Supplemental HPSR
Appendix K:	Water Quality Report
Appendix L:	Air Quality Analysis and RTP and TIP Consistency
Appendix M:	Noise Study
Appendix N:	Natural Environment Study
Appendix O:	Phase I ISA Report
Appendix P:	Paleontological Identification Report
Appendix Q:	Preliminary Foundation Memorandum
Appendix R:	Memorandum of Agreement

Memorandum

To	Valerie Shearst	Page	1
CC			
Subject	Yerba Buena Island Ramps Improvement Project EIR/EIS Visual Impact Assessment Appendix Memorandum		
From	Rudy Calderon		
Date	July 26, 2011		

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFOCTA) cooperating and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

The relocation site, which is located on the northwest quadrant of YBI before the Treasure Island causeway, is currently open space with trees, grass, vegetation, and a small picnic area with two tables. The site is bounded by Treasure Island Road and Macalla Road to the west and south, respectively. The relocation site slopes downward from Treasure Island Road and Macalla Road to the shoreline of Treasure Island. Quarters 10/Building 267 would be reconstructed on the slope of the southeastern portion of the relocation site. Views from the relocation site would include Clipper Cove in the foreground, Treasure Island to the north, and the San Francisco Bay and the SAS Structure of the new SFOBB East Span to the northeast. Views towards the relocation site from Treasure Island Road and Macalla Road would be obscured by trees lining the roadways and existing trees at the site, as well as by the site's topography. Therefore, views of Quarters 10 (which is approximately 8.1 meters tall (26 feet tall)) and Building 267 (which is approximately 3 meters tall (10 feet tall)) would be obscured from viewers in vehicles traveling along Treasure Island Road and Macalla Road. Pedestrians and bicyclists would have views of Quarters 10/Building 267 from certain points along Treasure Island Road, but their viewing experience would be consistent with and similar to views of existing buildings in other areas of TI. Quarters 10/Building 267 would be visible from the north and northeast, but would not have a substantial adverse impact on views from distant off-site locations including from waterborne approaches to the island. The relocated buildings would not be visually prominent within the context of other structures on TI when viewed from distant vantage points. Thus, no adverse impacts would occur and no avoidance, minimization, or mitigation measures would be required.



Memorandum

To	Valerie Shearer	Page	1
CC			
Subject	Yerba Buena Island Ramps Improvement Project EIR/EIS Water Quality Report Addendum Memorandum 2		
From	Susan Yogi and David Reel		
Date	July 26, 2011		

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

Relocation of Quarters 10/Building 267 would increase impervious area at the site. The disturbed area could total up to 1 acre from the site preparation and relocation activities. Preparation of the site could include some excavation for the building foundations. Typical construction practices require pumping of groundwater to dewater excavations below the groundwater level. If construction dewatering is required, it would take place in conformance with Caltrans General Permit and SWMP. Any discharge of groundwater to the sanitary sewer system would be required to comply with the SFPUC pretreatment standards.

The preparation of the relocation site would involve excavation, grading, and stockpiling of soil and construction materials. Runoff generated during rainfall events may result in erosion of exposed soil and stockpiled soil. Sediment transported by runoff may cause sedimentation in downstream drainages or may be transported by runoff and discharged into the Bay, resulting in water quality degradation. Other potential pollutants of concern include vehicle fluids, oil, trash, and debris. The Caltrans General Permit requires control BMPs for control of construction site runoff. The SWPPP would require approval by the SFBRWQCB and would identify potential pollutant sources that could affect the quality of runoff, and would require identification, construction, and implementation of construction site BMPs. The SWPPP would specify a monitoring program and would require that the supervisors and workers be knowledgeable about each portion of the site and maintain awareness of the importance of storm water quality protection and pollution prevention. Compliance with existing regulations, programs, and the SWPPP would adequately address potential construction-related

storm water runoff impacts. Caltrans and SFCTA would continue to incorporate minimization measures where feasible. The relocation site design would include a drainage system to collect flows and direct storm water into the drainage system. No adverse impacts to water quality and storm water runoff would occur at the relocation site.

Memorandum

To	Valerie Shearer	Page	1
CC			
Subject	Yerba Buena Island Ramps Improvement Project EIR/EIS Noise Study Report Addendum Memorandum		
From	Bill Maddux		
Date	July 26, 2011		

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

During construction activities, noise would be generated from heavy-duty construction equipment, generators, haul trucks, and construction worker vehicles. Thus, construction noise would primarily occur at the existing building location during building disassembly and at the Quarters 10/Building 267 relocation site. The movement of the structures and worker trips would also generate noise on local roadways during construction; however, these noise level increases would be short term and would not result in a perceptible change in the existing noise environment.

Table 1 below lists the construction equipment that could be used for the preparation of the relocation site with reference noise levels at a distance of 15.24 meters (50 feet) from the equipment and usage factors. The loudest construction activity at the relocation site would be associated with site clearing. Assuming a reasonable maximum activity scenario with a dozer, excavator, a pickup truck, and a dump truck and after determining the usage factor of individual pieces of equipment; construction activities at a relocation site would be expected to result in an equivalent hourly average noise levels of 86 dBA L_{eq} , at a distance of 15.24 meters (50 feet) from the center of the construction site. Maximum noise levels generated by construction activities are not predicted to exceed 85 dBA L_{max} at 15.24 meters (50 feet) beyond the edge of active construction sites.

Table 1: Quarters 10 and Building 267 Relocation Site Construction Equipment

Equipment Type	Typical Noise Level at 15.24 meters (50 feet), dBA	Usage Factor
Pickup Truck	55	0.4
Backhoe	80	0.4
Dozer	85	0.4
Excavator	85	0.4
Dump Truck	84	0.4
Generator	82	0.5
Concrete Mixer Truck	85	0.4

Notes: dB = A-weighted decibels;

*All equipment fitted with properly maintained and operational noise control device, per manufacturer specifications.

Source: Data Compiled by AECOM 2011; FHWA 2006, FTA 2006.

The nearest noise-sensitive receptor to the Quarters 10/Building 267 relocation site is a multiple family residence approximately 83.8 meters (275 feet) from the nearest point of construction to the south at the northwest corner of Nimitz Drive and Macalla Road. The distance from the center of construction activity to this receptor is approximately 143.3 meters (470 feet). Noise from localized sources, such as construction activities, decreases at a rate of 6 to 7.5 dBA with each doubling of distance from source. Conservatively assuming an attenuation rate of 6 dBA per doubling of distance, construction activities during peak activity are predicted to generate hourly noise levels of approximately 67 dBA Leq at 143.3 meters (470 feet) at the closest source. Therefore, construction noise associated with the relocation of Quarters 10/Building 267 would not exceed the maximum allowable noise level of 80 dBA at 30.5 meters (100 feet) per Section 2907(a) of City of San Francisco Municipal Code. The avoidance and minimization measures for construction noise abatement identified in Section 3.15.4.2 of the Final EIR/EIS would be implemented as applicable to the site. Noise impacts would not be adverse.

FHWA issued new protocol for noise reports, effective July 13, 2011. However, because the YBI Ramps Improvement Project's Noise Study Report was approved by Caltrans staff before July 13, 2011, the report has been grandfathered in and is not required to be revised per the new protocol.

Attachment 1: Project-Generated Construction Source Noise Prediction Model

Project-Generated Construction Source Noise Prediction Model
Yerba Buena Island Runway Improvement Project



Location	Distance to Nearest Receiver in feet	Combined Predicted Noise Level (L_{eq} dBA)	Assumptions	Reference Emission Noise Levels (L_{eq}) at 50 feet ¹	Usage Factor ²
Threshold ³	179	73.0			
	50	86.1	Digger	85	0.4
	100	80.0	Excavator	85	0.4
	150	76.5	Flat Bed Truck	84	0.4
	200	74.0	Crane	85	0.16
	250	72.1			
	300	70.5			
	350	69.9	Ground Type	hard	
	400	69.0	Ground Factor	0.00	
	450	67.0			
	500	65.1			
	1600	56.0			
	1750	55.2			
			Predicted Noise Level ²	L_{eq} dBA at 50 feet ²	
			Digger	81.0	
			Excavator	81.0	
			Flat Bed Truck	80.0	
			Crane	77.0	
			Combined Predicted Noise Level (L_{eq} dBA at 50 feet)		
			85.1		

Source:

¹ Obtained from the FHWA Roadway Construction Noise Model, January 2006.

² Based on the Estimating from the Federal Transit Noise and Vibration Impact Assessment, 2006.

$L_{eq}(avg) = L_{eq} + 10 \log((T/F) - 20 \log(D/30) - 10 \log(D/50))$

Where: L_{eq} = Emission Level

D = Distance from receiver

T = Constant that accounts for topography and ground effects and

F = Distance from source to receiver

³ Project specific threshold

Memorandum

To	Valerie Shearer	Page	1
CC			
Subject	Yerba Buena Island Ramps Improvement Project EIR/EIS Natural Environment Study Addendum Memorandum		
From	Angie Harbin-Ireland		
Date	July 26, 2011		

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new significant impacts. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

The following analysis is based on a field survey conducted for the relocation site on May 10, 2011. Vegetation communities and wildlife habitats within the relocation site on YBI can generally be described as landscaped/disturbed areas and a gravel parking area bordered by a strip of native and non-native vegetation (Figure 1). Vegetation communities found on-site are Mixed broadleaf-conifer forest (0.42 acres), landscaped/disturbed (0.72 acres), and graveled areas (0.16 acres) as presented in the Table 1 below and, Figure 1. The majority of the site was developed as an informal picnic area near Clipper Cove by the California Youth Conservation Corps in 1978, and consists of a combination of lawn areas with scattered trees and several picnic tables. However, now the gravel lot portion of the area is used as a pull over spot for cars and buses. Along the border of the picnic area, following the curvature of Macalla Road as it runs northeast from Treasure Island Road is a wide strip of mixed broadleaf-conifer forest. Each of the dominant vegetation communities, which are similar to the vegetation described in the NES, is described separately below (Table 1), and includes descriptions of the native elements found therein.



Figure 1
Quarters 10 and Building 267 Relocation Site Habitat Map

Table 1: Habitat Type and Area

Habitat Type	Total Area
Mixed broadleaf-conifer forest	0.42 acres
Landscaped/Disturbed	0.72 acres
Graveled Parking Area	0.16 acres

Mixed Broadleaf-Conifer Forest

Mixed broadleaf-conifer forest is a general description for a vegetation community dominated by both conifers and broadleaf trees (non-conifers, either deciduous or non-deciduous). In coastal central California, native mixed broadleaf-conifer forests include mixed evergreen forest dominated by Douglas fir (*Pseudotsuga mensesii*) and coast live oak (*Quercus agrifolia*); and Monterey pine forest, which includes Monterey pine (*Pinus radiata*), coast live oak, and native understory shrub and ground cover species also found in coast live oak forests.

Mixed broadleaf-conifer forest totaling approximately 0.42 acres are located within the relocation area. The canopy is a mixture of Tasmanian blue gum (*Eucalyptus globulus*) trees 12.2 – 18.3 meters (40 - 60 feet) in height, and Monterey pine. The understory supports a combination of ruderal, nonnative shrubs and herbs such as broom (*Genista* spp.), English ivy (*Hedera helix*), and natives such as California buckeye (*Aesculus californica*). Herbaceous understory species that were observed include native miner's lettuce (*Claytonia perfoliata*), bee plant (*Scrophularia californica*), Nasturtium (*Tropaeolum* sp), sweet fennel (*Foeniculum vulgare*), and California blackberry (*Rubus ursinus*). This community intergrades with the landscaped/disturbed area making up the picnic area near Clipper Cove, and shares tree species with that vegetation community. Mixed broadleaf conifer forest provides cover and nesting habitat for a variety of birds. Large (e.g. > 9") diameter trees may provide nesting habitat for raptors, including great horned owl (*Bubo virginianus*), red-tailed hawk (*Buteo jamaicensis*), and red-shouldered hawk (*Buteo lineatus*). A variety of passerine species can be expected to occur and nest in this habitat such as Anna's hummingbird (*Calypte anna*), white-crowned sparrow (*Zonotrichia leucophrys*), song sparrow (*Melospiza melodia*), and house finch (*Carpodacus mexicanus*).

Mixed broadleaf conifer forest is not defined in Holland (1986). On-site, mixed broadleaf conifer forest resembles a combination of Monterey pine series, eucalyptus series, and coast live oak series as described in Sawyer and Keeler-Wolf (1995) and would be classified as an upland following Cowardin, *et al.* (1979).

Landscaped/Disturbed

Landscaped lands are disturbed in that all or most of the native vegetation has been removed and replaced with horticultural species. Disturbed landscaped areas have little potential to support significant botanical resources.

Landscaped/disturbed lands within the relocation site totaling approximately 0.72 acres are made up primarily of maintained lawn and scattered trees including Monterey cypress (*Callitropsis macrocarpa*), eucalyptus, elm and Canary island palm (*Phoenix canariensis*). Such areas are not expected to support any naturally occurring vegetation, although invasive native and nonnative plant species frequently colonize disturbed sites. There are additional areas of landscaped/ disturbed habitat on site that are characterized by ornamental lava rock. Landscaped/disturbed lands as they occur on-site are not specifically described by Sawyer and Keeler-Wolf (1995) and would be classified as upland following Cowardin *et al.* (1979).

Wildlife species associated with landscaped/disturbed lands are often those associated within close contact to urban areas such as raccoon (*Procyon lotor*), opossum (*Didelphus virginianus*), house finch, European starling (*Sturnus vulgaris*), and mourning dove (*Zenaidura macroura*).

Wetlands and Other Waters

No evidence of wetlands or aquatic features was found within the relocation site. The site is in close proximity to Clipper Cove and the San Francisco Bay, accessible from Treasure Island Road through the site via a stairway located adjacent to the northeast. As with the proposed ramps, tidal waters would not be affected by temporary construction activities due to implementation of standard construction BMPs to treat and minimize discharge into the Bay. The avoidance and minimization measures to implement construction BMPs identified in the Section 3.17.2.4 would be implemented as applicable to the site. Wetlands and other water impacts would not be adverse.

Special Status Plants and Wildlife

No special-status plant or wildlife species were encountered during the reconnaissance-level biological resources assessment. Species that have a potential to occur within the relocation site are consistent with those that could occur on other portions of YBI evaluated as part of the YBI Ramps Improvement Project, and are discussed in detail in the Natural Environment Study (NES) and included as Appendix N of this Final EIR/EIS. If necessary, the avoidance, minimization, and/or mitigation measures identified in Section 3.17.3.4 (Stinging Phacelia, Large Flowered Sand-Spurrey), Section 3.17.4.4 (Sandy Beach Tiger Beetle, Monarch Butterfly, Gummifera Leaf-Cutter Bee, San Francisco Lacewing, American Peregrine Falcon, Cooper's Hawk, Golden Eagle, White-tailed Kite, and Other Nesting Raptors, Passerines and Nonpasserine Landbirds, Shorebirds, Marshbirds, and Waterbirds, California Brown Pelican, Double-Crested Cormorant, Special Status Bats, San Francisco Dusky Footed Woodrat, and Bank Swallow) would be implemented as applicable to the site. By implementing the applicable avoidance, minimization, and mitigation measures, special status plants and wildlife impacts would not be adverse.

Invasive Species

YBI's location in the central part of San Francisco Bay provides a hospitable habitat for invasive species due to its location at the crossroads of a busy marine port and interstate freeway thoroughfare. As a direct result of the relocation site grading, land disturbance, and debris generated from construction, YBI would be subject to the potential increased spread of invasive plant and wildlife species. The avoidance and minimization measures to prevent the introduction and spread of

exotic and invasive plant and wildlife species identified in Section 3.17.6.4 would be implemented as applicable to the site. Impacts related to invasive species would not be adverse.

Memorandum

To Valerie Shearer Page 1

CC

Subject Yerba Buena Island Ramps Improvement Project EIR/EIS
Phase I ISA Report Addendum Memorandum

From Susan Yogi

Date July 26, 2011

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

The U.S. Navy occupied a significant portion of YBI. The U.S. Navy, as part of an Installation Restoration Program (IRP) for NSTI/YBI, established a Federal Facility Site Remediation Agreement among the U.S. Navy, the California Department of Toxic Substances Control (DTSC) and RWQCB. Under this agreement, the U.S. Navy agreed to undertake and report on specified tasks associated with environmental assessment and response actions at 25 Installation Restoration (IR) sites under the IRP in accordance with CERCLA. Those actions have been ongoing since the early 1990s and are reported on in the 1998 HWA and the 2008 Final Site Management Plan (SMP), as well as summarized in the 2010 Phase I ISA for the YBI project. This section briefly summarizes relevant details of those investigations and their resolution or ongoing investigation.

The relocation site for Quarters 10/Building 267 is identified as Site 16 in the 2008 SMP. Petroleum-related investigations were performed within Site 16 boundaries. Site 16 was identified as the former Clipper Cove Tank Farm, which was an area used to store aviation gasoline and automotive diesel for more than 20 years (2008 SMP, Figure 1) from at least 1943 until they were dismantled in the 1960s. The sludge was removed from the aboveground storage tanks (ASTs) during their dismantling, with unknown quantities of sludge reportedly deposited on bare ground east of the former AST locations. No documentation has been found of removal and disposal of the sludge during the 1960s. Based on the investigation at the site, it appears that at least some portion of the sludge was left on the surface to degrade and leach into the underlying soils. In 2001, contaminated surface soil was excavated by

the Navy and disposed of offsite (2008 SMP, page A-41). The U.S. Navy received a no further action (NFA) concurrence letter from the RWQCB dated June 17, 2004.

Based on the regulatory database search of the YBI Ramps Improvement project, the results identified and plotted one National Priorities List (NPL) site and two LUST sites within the search criteria. The NPL site and one LUST site (Map ID site 2527) are not in the vicinity of the relocation site. LUST site (Map ID site 4693) is located on USCG property. The database did not provide sufficient information as to the exact name or location for this site. Information provided by the RWQCB indicates that this site is listed as Building 40 of the USCG station. The two different case numbers (Case No. 10647 and 38-0794) provided in the ERIIS database report both reference the same site.

To date, lead-based paint (LBP) at all pre-1978 residential housing on TI and YBI has been assessed. LBP at all pre-1980 YBI residential housing has been abated, and hazard reduction measures were put in place to protect the residents. To ensure all hazard reduction measures remain protective, a reevaluation survey is conducted every 2 years per the recommended U.S. Department of Housing and Urban Development (HUD) schedule. LBP in residential housing on YBI was reevaluated between April and May 2004 and again between May and July 2006. The next LBP reevaluation of the residential housing on YBI is scheduled for within 1 year of transfer of the NSTI property to TIDA.

Soil samples were collected to evaluate the status of drip line and midyard areas at representative YBI residential buildings. Based on the analytical results, soil abatement of the planter boxes and drip line areas was conducted in accordance with Title X, HUD, and U.S. Navy Policy at Quarters 10 on YBI. HUD guidelines state only bare soils may pose a hazard, and soils covered by grass, concrete, or asphalt are protective. Any future disturbance of the grass, concrete, or asphalt at these buildings would require further soil evaluation for lead. The U.S. Navy would either abate or require the transferee to abate any LBP hazards found in existing residential facilities within 1 year of being transferred. If an existing residential facility is scheduled for demolition or nonresidential use, it would not be inspected or abated of LBP.

All known damaged, friable, or accessible asbestos-containing material (ACM) has been removed within most areas of YBI, including the area of Quarters 10/Building 267. It is not anticipated that remaining ACM would pose a threat to human health, however the measures listed in Section 3.13.8 of the Final EIR/EIS would be applied to ensure safety when the buildings are moved to the relocation site. Beginning in 1995, several surveys to identify the presence of ACM have been completed at NSTI. Remedies for ACM were implemented.

Friable, accessible ACM identified during surveys was remediated beginning in 1998. All known damaged, friable, or accessible ACM has been abated within most areas of YBI, including the area of Quarters 10/Building 267. It is not anticipated that remaining ACM would pose a threat to human health, however the measures listed in Section 3.13.8 of the Final EIR/EIS would be applied to ensure safety when the buildings are moved to the relocation site.

Notices and restrictions related to asbestos were identified in the U.S. Navy's Finding of Suitability to Transfer (FOST) for YBI dated March 23, 2006. A biennial monitoring and sampling program is performed by the U.S. Navy.

Impacts related to the use and transport of hazardous materials or the disturbance of hazardous waste sites would be limited to the construction period for the building relocations. Although a release of hazardous materials during the construction period may potentially have long-lasting effects, construction phase BMPs and avoidance/minimization measures would be implemented to address this potential issue. As with the proposed ramps, compliance with required laws and regulations through the project design and construction specifications would ensure that potential hazardous waste and materials impacts are minimized or avoided if possible for the building relocations. As stated in Section 3.13.8.2 of the Final EIR/EIS, additional measures for the building relocations would be applicable for Alternative 2b. Implementation of these measures would ensure safety from any ACM that may be discovered during the building relocations and would include: contract specifications for relocation of Quarters 10/Building 267 to include procedures for abatement, handling, and disposal of LBP and ACT (if this proves necessary); and performing ACM and LBP surveys prior to building relocation.

Therefore, no permanent impacts are anticipated for the relocation of Quarters 10/Building 267 to the relocation site. By implementing the applicable avoidance and minimization measure, hazardous waste/materials impacts would not be adverse.

Memorandum

To Valerie Shearer Page 1

CC

Subject Yerba Buena Island Ramps Improvement Project EIR/EIS
Paleontological Identification Report Addendum Memorandum

From AECOM

Date August 1, 2011

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

Based on available information (Paleontological Identification Report 2010); Yerba Buena Island is underlain by Franciscan Formation basement rock consisting of interbedded graywacke sandstone, siltstone and claystone of varying proportions. Bedrock on the island is covered by thin sandy deposits from the Pleistocene Colma formation or derived from the underlying sandstone.

The relocation site is located on the northern portion of YBI. Sand covers most of the bedrock on the island, except along the lower parts of the slopes where waves have cleaned the rocks, and on northeast point. Grading in the late 1930s at the northeast point removed up to 15.24 to 18.29 meters (50 to 60 feet) off the top of the hill exposing slightly weathered bedrock. Artificial fill at the northeastern tip of the island was created in 1943 by placing cut materials from Yerba Buena Island and dredged bay deposits.

The construction activities for the relocation site can impact paleontologically sensitive geologic units, when vehicles or other work equipment impact previously undisturbed sediments by excavating, grading, or crushing bedrock exposed in or underlying the site. This can result in significant impacts to fossils by destroying them or otherwise altering them in such a way that their scientific value is lost. The paleontologically sensitive Franciscan Complex/Alcatraz Terrane can be found directly underneath the paleontologically sensitive Colma Formation at the relocation site, and may be affected by construction activities.

Memorandum

To Valerie Shearer Page 1

CC

Subject Yerba Buena Island Ramps Improvement Project EIR/EIS
Paleontological Identification Report Addendum Memorandum

From AECOM

Date August 1, 2011

The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

Based on available information (Paleontological Identification Report 2010), Yerba Buena Island is underlain by Franciscan Formation basement rock consisting of interbedded graywacke sandstone, siltstone and claystone of varying proportions. Bedrock on the island is covered by thin sandy deposits from the Pleistocene Colma formation or derived from the underlying sandstone.

The relocation site is located on the northern portion of YBI. Sand covers most of the bedrock on the island, except along the lower parts of the slopes where waves have cleaned the rocks, and on northeast point. Grading in the late 1930s at the northeast point removed up to 15.24 to 18.29 meters (50 to 60 feet) off the top of the hill exposing slightly weathered bedrock. Artificial fill at the northeastern tip of the island was created in 1943 by placing cut materials from Yerba Buena Island and dredged bay deposits.

The construction activities for the relocation site can impact paleontologically sensitive geologic units, when vehicles or other work equipment impact previously undisturbed sediments by excavating, grading, or crushing bedrock exposed in or underlying the site. This can result in significant impacts to fossils by destroying them or otherwise altering them in such a way that their scientific value is lost. The paleontologically sensitive Franciscan Complex/Alcatraz Terrane can be found directly underneath the paleontologically sensitive Colma Formation at the relocation site, and may be affected by construction activities.

In general, avoidance and minimization are not feasible with regard to addressing significant impacts on paleontological resources. Geologic formations are usually extensive, and project design cannot be adjusted sufficiently to effectively avoid or minimize paleontological impacts. As a result, mitigation is the approach generally taken to address paleontological impacts:

A Paleontological Mitigation Plan (PMP) would be prepared under the direction of a qualified Principal Paleontologist and including: general fieldwork and laboratory methods proposed, curation requirements, report format and content, distribution and proposed staff and their qualifications. The PMP would include mitigation measures adequate for the recovery of samples and would also serve as a basis for obtaining any necessary permits from other agencies.

Caltrans will retain a qualified principal paleontologist (MS or PhD in paleontology or geology familiar with paleontological procedures and techniques). The paleontologist will review the selected alternative alignment and design, once a preferred project alternative is identified; determine the potential for discovery of significant fossils; and identify specific mitigation measures as needed. Caltrans will implement the mitigation measures identified in Section 3.12.4.1 as applicable to the site.

Memorandum

To	Valerie Shearer	Page	1
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Subject	Yerba Buena Island Ramps Improvement Project EIR/EIS Preliminary Foundation Memorandum Addendum		
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From	Susan Yogi		
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Date	July 26, 2011		
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The YBI Ramps Improvement PDT, which is comprised of the lead (Caltrans and SFCTA), cooperating, and responsible agencies, held a meeting on April 12, 2011 to consider and identify the preferred alternative. The unanimous decision was that Alternative 2b would best meet the purpose and need of the YBI Ramps Improvement Project. The relocation site for Quarters 10/Building 267 was determined following the identification of the preferred alternative.

The purpose of this memorandum is to confirm that preparation of the relocation of Quarters 10/Building 267 site and relocation of the buildings would not result in new issues. After the buildings are relocated, any future use of the site will be evaluated through a separate environmental process initiated by the City and County of San Francisco and/or TIDA.

Based on available information (Preliminary Foundation Memorandum – Yerba Buena Island Ramps Improvement Project On East Side of the Island, Oakland, California, 2010), YBI is underlain by Franciscan Formation basement rock consisting of interbedded graywacke sandstone, siltstone and claystone of varying proportions. Bedrock on the island is covered by thin sandy deposits from the Pleistocene Colma formation or derived from the underlying sandstone.

The relocation site is located in the northwest quadrant of YBI. The geologic formation in the Clipper Cove area consists of colluviums and landslide debris which is mainly loose sand and rock debris. Sand covers most of the bedrock on the island, except along the lower parts of the slopes where waves have cleaned the rocks, in the northwest quadrant. The relocation site is located on natural land. Treasure Island and the causeway between YBI and TI was constructed in the late 1930s and consists mainly of dredged sandy fill surrounded by a perimeter of berm-like series of rock dikes (Final Report-Geotechnical Investigation-Treasure Island Causeway Seismic Stabilization Study, San Francisco, California, 2006)

Construction activities associated with the building relocations would include grading and excavation operations associated with preparing the site, foundation construction, and placement of the relocated buildings. No pile installation or CIDH drilling would be required at the relocation site. Earthwork would be performed in accordance with Caltrans Standard Specifications, Section 19.

As with the proposed ramps and as stated in Section 3.11.4.1 of the Final EIR/EIS, Caltrans would retain California-licensed geologists and geotechnical engineers to prepare a draft and final foundation report and to conduct a site-specific geotechnical study for the preferred alternative. The preferred alternative has been identified as Alternative 2b, and thus the site-specific geotechnical study would include the relocation site. Caltrans would document compliance with necessary avoidance and minimization measures prior to the final project design and foundation report.

As with the proposed ramps, compliance with required laws and regulations through the project design and construction specifications would ensure that potential geology/soils/seismic/topography impacts are minimized or avoided for the building relocations.

APPENDIX R

MEMORANDUM OF AGREEMENT

MEMORANDUM OF AGREEMENT
Between the California Department of Transportation and
the California State Historic Preservation Officer
Regarding the Yerba Buena Island I-80 Ramps Improvement Project
San Francisco (04-SF-80, PM 7.6-8.1)

WHEREAS, the Federal Highway Administration (FHWA) has assigned and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination under the provisions of the *Memorandum of Understanding between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program*, which became effective on July 1, 2007 and applies to this project; and

WHEREAS, Caltrans has determined that the Yerba Buena Island I-80 Ramps Improvement Project in San Francisco (Undertaking) will have an adverse effect on the Senior Officers' Quarters Historic District and Quarters 10 (which includes Building 267), properties listed on the National Register of Historic Places (National Register), and may have an effect on archaeological site CA-SFR-04/H, a property which has been determined eligible for listing on the National Register; and

WHEREAS, implementation and enforcement of the measures set forth in Stipulation II.F. of this Memorandum of Agreement (MOA) will satisfactorily avoid potential adverse effects to archaeological site CA-SFR-04/H; and

WHEREAS, Caltrans has consulted with the California State Historic Preservation Officer (SHPO) pursuant to Stipulations X.C and XI of the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it pertains to the Administration of the Federal-Aid Highway Program in California* (PA), and where the PA so directs, in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 USC Section 470f) as amended, regarding the Undertaking's effects on historic properties, and has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding pursuant to 36 CFR § 800.6(a)(1); and

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking, has determined that the statutory and regulatory constraints on the design of the Undertaking preclude the possibility of avoiding adverse effects to historic properties during the Undertaking's implementation, and has further determined that it will resolve adverse effects of the Undertaking on the subject historic properties through the execution and implementation of this MOA; and

WHEREAS, Caltrans District 4, the San Francisco County Transportation Authority (SFCTA), the United States Navy, the United States Coast Guard, and the Treasure Island Development Authority (TIDA) have participated in the consultation and have been invited to concur in this MOA;

WHEREAS, the United States Navy is the current owner of the subject historic properties and the Undertaking will be implemented in accordance with this MOA after the conveyance of the subject historic properties to the TIDA.

NOW, THEREFORE, Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this MOA expires or is terminated.

Caltrans shall ensure that the following stipulations are implemented:

STIPULATIONS

I. Area of Potential Effect

The APE for this Undertaking is depicted in the Supplemental Historic Property Survey Report for the *Yerba Buena Island Ramps Improvement Project*, Map 3 (Map 3 is included as Attachment A of this MOA). The APE included the maximum existing and proposed right-of-way, project construction easements (temporary and permanent), and all properties subject to direct or indirect project effects. Attachment A set forth hereunder may be amended through consultation among the MOA parties without amending the MOA proper.

II. Treatment of Historic Properties

A. Prior to the start of any work that could adversely affect any characteristics that qualify Quarters 1 (the Nimitz House), Quarters 10, and Building 267 as historic properties, SFCTA will prepare Historic Structure Reports (HSRs) for Quarters 1 (the Nimitz House) within the Officers' Quarters Historic District, Quarters 10, and Building 267. The scope of the HSRs will be developed in consultation with Caltrans, the Navy, and TIDA, and will follow the general guidelines for such reports as described in the California Office of Historic Preservation publication, "Historic Structure Report Format." Caltrans shall ensure that the documentation is completed and accepted before the historic properties are altered and/or moved. Copies of the HSRs will be provided to all of the signatory and concurring parties to this MOA.

B. Historic Landscape Report and Landscaping Plan

1. Historic Landscape Report

SFCTA will prepare a Historic Landscape Report (HLR) for the Officers' Quarters Historic District, to aid in planning for future use and landscaping of the properties within the District. The scope of the HLR will be developed in consultation with Caltrans, the Navy, and TIDA, and will be informed by the general guidelines for the Historic American Landscape Survey, as described in the National Park Service

publication, "HALS Guidelines." Copies of the HLR will be provided to all of the signatory and concurring parties to this MOA.

2. SFCTA will prepare and implement a landscaping plan for the Officers' Quarters Historic District, to address areas where the existing landscaping will be disturbed by the Undertaking and for visual screening of the new ramp structures from properties within the District. SFCTA and Caltrans shall consult to ensure that this stipulation does not duplicate effort or conflict with Stipulation V.C of the *Memorandum of Agreement among the Federal Highway Administration, the United States Coast Guard, the California State Historic Preservation Officer, and the Advisory Council on Historic Preservation for the San Francisco Oakland Bay Bridge East Span Seismic Safety Project in San Francisco and Alameda Counties, California*. Prior to implementation, the landscaping plan will be transmitted for review and comment to all of the signatory and concurring parties to this MOA.

C. Relocation of Quarters 10 and Building 267

SFCTA will relocate Quarters 10 and Building 267 to a new location on Yerba Buena Island. SFCTA will ensure that the buildings are moved in accordance with the approaches recommended in the National Park Service's *Moving Historic Buildings* (John Obed Curtis, 1979), and by a professional building mover who has the experience and capability to move historic buildings properly. The SHPO will be afforded an opportunity to review and approve the proposed relocation site. The relocation will include the construction of new foundations, utility connections, and all other work necessary to prepare the buildings for future use.

Upon completion of the relocation work, Caltrans will re-evaluate the property and determine, in consultation with the SHPO, whether the property continues to meet National Register criteria or should be proposed for removal from the National Register.

D. Interpretive Signs

SFCTA will install interpretive signs, incorporating narrative and images relating to the historic Navy buildings on Yerba Buena Island, in consultation with Caltrans. Caltrans shall submit the content and location(s) of the interpretive signs to the SHPO for review and comment. The review period shall be 30 days upon receipt. If the SHPO has not commented by the end of the 30-day review period, SFCTA may proceed.

E. Protection of Historic Buildings and Repair of Inadvertent Damage

1. Protection

SFCTA, in consultation with Caltrans, the Navy, and TIDA, will develop and implement measures to protect the buildings of the Senior Officers' Quarters Historic District and Quarters 10 (including Building 267) from damage resulting from the Undertaking. Such measures may include, but are not limited to, vibration monitoring during pile driving in proximity to historic properties.

2. Repair of Inadvertent Damage

Caltrans will ensure that any damage to historic properties resulting from the Undertaking, and any damage resulting from the relocation of Quarters 10 and Building 267, will be repaired in accordance with the Secretary of the Interior's *Standards for Rehabilitation*. The HSRs and HLR described in Stipulations II.A and II.B will include photographic and other documentation of the properties prior to the start of construction and will establish the baseline condition for assessing damage. Prior to implementation of any repairs, Caltrans and SFCTA will provide plans for repairs to the SHPO for review and comment to ensure conformance with the Secretary of the Interior's *Standards for Rehabilitation*. The review period shall be 30 days upon receipt. If the SHPO has not commented by the end of the 30-day review period, SFCTA may proceed.

F. Protection of Archaeological Site CA-SFR-04/H

Caltrans shall ensure that the potentially adverse effect of the Undertaking on archaeological site CA-SFR-04/H is avoided by establishing an Environmentally Sensitive Area (ESA) around the boundary of the site. The ESA will be established and maintained in accordance with the ESA Action Plan for this Undertaking. The ESA shall be thoroughly described on the final construction plans for the Undertaking. No construction activity or related ground disturbance will take place within the ESA. The ESA Action plan that details the implementation of this stipulation is appended to this MOA as Attachment B.

III. Administrative Provisions

A. Definitions.

The definitions provided at 36 CFR § 800.16 are applicable throughout this MOA.

B. Professional Qualifications and Standards.

Caltrans will ensure that only individuals meeting the Secretary of the Interior's Professional Qualification Standards (48 FR 44738-39) in the relevant field of study carry out or review the appropriateness and quality of the actions and products required by Stipulations II.A, II.B, and II.D of this MOA.

C. Discoveries and Unanticipated Effects.

If Caltrans determines after the construction of the Undertaking has commenced, that the Undertaking will affect a previously unidentified property that may be eligible for listing on the National Register, or affect a known historic property in an unanticipated manner, Caltrans will address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b)(3). Caltrans at its discretion may hereunder assume any discovered property to be eligible for listing on the National Register in accordance with 36 CFR § 800.13(c).

D. Resolving Objections.

1. Should any party to this MOA object at any time in writing to the manner in which the terms of this MOA are implemented, to any action carried out or proposed with

respect to implementation of this MOA, or to any document prepared in accordance with and subject to the terms of this MOA, Caltrans shall immediately notify the other parties of the objection, request their comments on the objection within 15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 30 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.

2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.
3. If at the end of the 30-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed response to the objection, with the expectation that the ACHP will, within 30 days after receipt of such documentation:
 - a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or
 - b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or
 - c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection for comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the National Historic Preservation Act. The objection shall thereby be resolved.
4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may assume the ACHP's concurrence in its proposed response to the objection and proceed to implement that response. The objection shall thereby be resolved.
5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all other actions under this MOA that are not the subject of the objection shall remain unchanged.
6. At any time during the implementation of the Stipulations in this MOA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this MOA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within 15 days following the closure of the comment period,

Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

7. Caltrans shall provide all parties to this MOA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to subsection D.6 of this Stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this Stipulation.
8. Caltrans may authorize any action subject to objection under this Stipulation to proceed after the objection has been resolved in accordance with the terms of this Stipulation.

E. Amendments

Any signatory party to this MOA may propose that this MOA be amended, whereupon all signatory parties shall consult to consider such amendment. The amendment will be effective on the date that a copy signed by all of the original signatories is filed with the SHPO. If the signatories cannot agree to appropriate terms to amend this MOA, any signatory may terminate the MOA in accordance with Stipulation III.F, below.

F. Termination

1. If this MOA is not amended as provided for in section E of this Stipulation, or if any signatory party proposes termination of this MOA for other reasons, the signatory party proposing termination shall notify the other parties to this MOA in writing, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternative to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).
2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with that agreement.
3. Should such consultation fail to result in an agreement on an alternative to termination, the signatory party proposing termination may terminate this MOA by promptly notifying the other parties in writing. Termination hereunder shall render this MOA without further force or effect.
4. If this MOA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6.

G. Duration

1. Unless terminated pursuant to section F of this stipulation, or unless it is superseded by an amended MOA, this MOA will be in effect following execution by the

signatory parties until Caltrans, in consultation with the other signatory parties, determines that all of its stipulations have been satisfactorily fulfilled.

2. The terms of this MOA shall be satisfactorily fulfilled within ten years following the date of execution by the signatory parties. If Caltrans determines that this requirement cannot be met, the parties to this MOA will consult to reconsider its terms. Reconsideration may include continuation of the MOA as originally executed, amendment of the MOA, or termination. In the event of termination, Caltrans will comply with subsection F.4 of this stipulation, if it determines that the Undertaking will proceed notwithstanding termination of this MOA.
3. If the Undertaking has not been implemented within ten years following the execution of this MOA, this MOA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinstate review of the Undertaking in accordance with 36 CFR Part 800.

H. Effective Date

This MOA will take effect on the date that it is executed by Caltrans and the SHPO.

EXECUTION of this MOA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR § 800.6(b)(1)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR § 800.6(c), that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

SIGNATORY PARTIES

California Department of Transportation

By: 

Date: 4-11-2011

Jay Norvell, Chief

Division of Environmental Analysis

California State Historic Preservation Officer

By: 

Date: 4 APR 2011

Milford Wayne Donaldson

State Historic Preservation Officer

CONCURRING PARTIES

California Department of Transportation, District 4

By: *Bijan Sartipi* Date: 4-20-11
Bijan Sartipi, District Director, District 4, Oakland

San Francisco County Transportation Authority

By: *[Signature]* Date: 4/27/11
Jose Luis Moscovitch, Executive Director SFCTA

United States Navy

By: *Laura Duchnak* Date: 5/19/11
Laura Duchnak, Director Navy BRAC PMD West

United States Coast Guard

By: *P. M. McMillin* Date: 5/12/11
P. M. McMillin, CAPT, USCG
COMMODORE OFFICER, CEO

Treasure Island Development Authority

By: *[Signature]* Date: 4/22/11
DIRECTOR OF REDEVELOPMENT
Rich Hillis

NOTICE OF AVAILABILITY

[4910-22-P]

DEPARTMENT OF TRANSPORTATION

California Department of Transportation (Caltrans)

Notice of Availability of the Final Environmental Impact Statement (EIS): San Francisco, California

AGENCY: Caltrans

ACTION: Notice of Availability of the Final EIS

SUMMARY: The FHWA, on behalf of the California Department of Transportation (Caltrans), announces the availability of the Final EIS for the proposed Yerba Buena Island (YBI) Ramps Improvement Project on Interstate 80 (I-80) in San Francisco County, California.

DATES: The Record of Decision on the proposed action will be issued on or after DATE. Any comments on the Final EIS must arrive by November 21, 2011.

ADDRESSES: Copies of the Final EIS will be available online at

<http://www.dot.ca.gov/dist4/envdocs.htm> or

<http://www.sfcta.org/content/view/516/311> and available for viewing at these local locations: Caltrans Transportation Library, 111 Grand Avenue, Room 12-639, Oakland, CA 94612; Oakland Main Public Library, 125 14th Street, Oakland, CA 94612; and San Francisco Public Library Government Information Center, 100 Larkin Street, San Francisco, CA, 94102.

FOR FURTHER INFORMATION CONTACT: Melanie Brent, Caltrans District 4
Office of Environmental Analysis, 111 Grand Avenue, Oakland CA 94612,
Telephone (510) 286-5231.

SUPPLEMENTARY INFORMATION: Effective July 1, 2007, the Federal Highway
Administration (FHWA) assigned, and the California Department of
Transportation (Caltrans) assumed environmental responsibilities for this project
pursuant to 23 U.S.C. 327. Caltrans as the delegated National Environmental
Policy Act (NEPA) agency, has prepared an EIS, for the proposed YBI Ramps
Improvement Project at Yerba Buena Island in the City and County of San
Francisco, California.

YBI is located in the San Francisco Bay, approximately halfway between
Oakland and San Francisco, and is accessible by vehicles only via the San
Francisco-Oakland Bay Bridge (SFOBB), which is part of Interstate 80 (I-80). The
SFOBB is a critical link in the interstate network, providing access between San
Francisco and the East Bay. YBI and the SFOBB also provide access to
Treasure Island (TI), which lies to the north of YBI. YBI and TI are accessed by
on-and off-ramps located on the upper and lower decks of the SFOBB. The
SFOBB and the associated on- and off-ramps provide the only land access to the
active U.S. Coast Guard facilities located on the southern side of YBI. The
proposed project is located between Post Mile (PM) 7.6 and PM 8.1 starting at
the east portal of the YBI tunnel and ending before the SFOBB Transition
Structure.

The proposed project would replace the existing westbound on-ramp and the westbound off-ramp located on the eastern side of YBI with a new westbound on-ramp and a new westbound off-ramp that would improve the functional roles of the current ramps.

The YBI Ramps Improvement Project is separate and independent of both the SFOBB East Span Seismic Safety Project currently under construction. The purpose of the project is to improve: operations between YBI and westbound I-80; and safety by improving the geometric configurations of the westbound I-80 on-ramp and westbound I-80 off-ramp that are located east of the YBI/I-80 tunnel.

Alternatives under consideration for the Final EIS include:

- (1) No Build Alternative, which assumes that the existing on- and off-ramps would remain in place and no further action or improvements would occur;
- (2) Alternative 2b, which would include removal of the existing westbound on- and off-ramps on the east side of YBI, construction of a westbound loop on-ramp from Macalla Road on the east side of YBI, and construction of a westbound off-ramp to Macalla Road on the east side of YBI.
- (3) Alternative 4, which would include the removal of the existing westbound on- and off-ramps on the east side of YBI, construction of the westbound on-ramp from South Gate Road, and construction of the westbound off-ramp to Macalla Road on the east side of YBI.

In September 2008, Caltrans prepared a SAFETEA-LU Coordination Plan for the project and invited agencies to become participating or cooperating agencies during the NEPA environmental review process. This plan is required by Section 6002 of SAFETEA-LU, which is codified in 23 U.S.C. Sec. 139. Letters inviting agencies to become participating or cooperating agencies were sent out on September 5, 2008. The U.S. Coast Guard (USCG) has been a cooperating agency throughout the process and the following agencies were participating agencies: U.S. Environmental Protection Agency (USEPA), U.S. Army Corps of Engineers (USACE), U.S. Department of Interiors (USDO), U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), Federal Transit Administration (FTA), San Francisco Regional Water Quality Control Board (SFRWQCB), San Francisco Municipal Transportation Agency (SFMTA), Treasure Island Development Authority (TIDA) and the U.S. Navy. Letters describing the proposed action and soliciting comments was sent to appropriate Federal, state, participating agencies (including federally recognized tribal governments, if any), and local agencies, and to private organizations and citizens who had previously expressed or were known to have interest in the project.

In November 2010, Caltrans sent out an invitation to agencies and local interest groups for an opportunity to hear an update on the project alternatives and potential environmental impacts, which was held on December 7, 2010.

In 2011, the 45-day public comment period on the Draft EIS was from February 18, 2011 and concluded on April 6, 2011. A public hearing was held for comments on the Draft EIS on March 16, 2011.

Permits and Approvals

The State Historic Preservation Office (SHPO) has provided Section 106 concurrence and signed the MOA.

The Metropolitan Transportation Commission issued a final project-level conformity finding that the project is not a Project of Air Quality Concern (POAQC) for PM_{2.5} and conforms with the State Implementation Plan which was issued by the Air Quality Conformity Task Force.

The U.S. Coast Guard signed the MOU to ensure existing MOA and license criteria currently in effect with the SFOBB ESSSP will apply to the YBI Ramps Improvement Project.

The following permit and approvals or consistency determinations will be acquired for project construction:

- San Francisco Bay Conservation and Development Commission (BCDC): Consistency Determination;
- Regional Water Resources Board: National Pollutant Discharge Elimination System Statewide Permit (Order No. 99-06-DWQ), Dewatering Permit (R2-2007-0033) and 401 Water Quality Certification Permit;

- Air Pollution Control District: Permit to Construct;
- U.S. Army Corps of Engineers: 404 Nationwide Permit Pre-construction notification; and
- U.S. Coast Guard: Section 9 Permit Requirements and Encroachment Permit.

A Streambed Alteration Agreement (1602 Permit) with California Department of Fish and Game may also be required.

Alternative 2B has been determined to be the environmentally preferable alternative that would best meet the purpose and need of the project. This selection was based on minimizing environmental impacts, engineering and operational advantages, cost, and public and agency comments received during the environmental process. The Final EIS found that implementation of the proposed project would result in significant unavoidable environmental effects related to visual/aesthetics and cultural resources. All practical measures to minimize and mitigate environmental harm have been included in the Final EIS.

Please submit comments in writing, postmarked by November 21, 2011. Melanie Brent, Caltrans District 4 Office of Environmental Analysis, 111 Grand Avenue, Oakland, CA 94612

(Catalog of Federal Domestic Assistance Program Number 20.205, Highway Planning and Construction. The regulations implementing Executive Order 12372

regarding intergovernmental consultation on Federal programs and activities
apply to this program.)

Issued on: October 12, 2011.



Greg Kolbe

Infrastructure Team Leader

Federal Highway Administration

Sacramento, CA

CITY & COUNTY OF SAN FRANCISCO

TREASURE ISLAND DEVELOPMENT AUTHORITY
410 AVENUE OF THE PALMS,
LDG. ONE, 2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0880 FAX (415) 274-0299
WWW.SFGOV.ORG/TREASUREISLAND



Edwin M. Lee, Mayor

MIRIAN SAEZ

DIRECTOR OF THE ISLAND OPERATIONS

October 21, 2011

Mike Guelfi,
Hartman Studios
100 West Ohio Avenue
Richmond, CA 94804

Dear Mike,

On behalf of the Treasure Island Project Office, I would like to thank you for the donation of 14 tickets to the Oracle Employee Appreciation event, October 5, 2011 on Treasure Island. The donation from Hartman Studios was part of a marketing program to promote the Treasure Island venues for Special Events.

TIDA Board Resolution #98-15-4/15 governs TIDA's ability to accept gifts and also gives the Director the authority to accept gifts valued at \$10,000 or less via written acknowledgment. The 14 Oracle Employee Appreciation tickets are valued at \$250.00 each for a total \$3,500. Please let this letter serve as recognition and acknowledgment of said gift.

Thank you again for your donation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mirian Saez", written over a light blue horizontal line.

Mirian Saez
Director of Island Operations
Treasure Island Development Authority

From: Emily Rapaport <Rapaport.Emily@jobcorps.org>
To: "dstone@jsco.net" <dstone@jsco.net>, 'Megan Leonard' <mleonard@ymcasf.org>, "Kt (ktowne5@yahoo.com)" <ktowne5@yahoo.com>
Cc: "marianne.thompson@sfgov.org" <marianne.thompson@sfgov.org>
Date: 10/31/2011 04:21 PM
Subject: Great Job!

Dan & Megan,

I want to congratulate you both for all of the hard work that you put into this event and also excellent results that made this the top Halloween Event we have seen here on TI. Dan the work you and your crew did was phenomenal! Thank Katherine & Lorraine, and the gentlemen who built the shack, mine and bridge. The staging was truly great. I also want to add that working with you both was a dream. If fact you two are the dream team! I think that this event was well planned and that everyone had a great time. So, once again Kudos to you both!

Regards,
Emily

Emily S. Rapaport
Culinary Career Transition Services Specialist
Treasure Island Job Corps Center
351 Avenue H, Harvey Milk Bldg.,
San Francisco CA 94130
O: 415-277-2316
C: 415-297-7726
F: 415-705-1092
Rapaport.Emily@jobcorps.org



Fw: Info for Tuesday

Peter Summerville, Asja Steeves, Jack
Nathanson, Aaron W Wu, Richard
Rovetti, Nikki Ivey

10/31/2011 03:09 PM

FYII

****NEWS & PHOTO TIP SHEET FOR TUESDAY, NOVEMBER 1st, 2011**:**

CHICKENFOOT'S SAMMY HAGAR TO DISTRIBUTE FOOD AND DONATE \$10,000 DURING VISIT TO SAN FRANCISCO-AREA FOOD PANTRY, IN PARTNERSHIP WITH FEEDING AMERICA, PRIOR TO FIRST TOUR DATE AT WARFIELD THEATRE

WHO: Chickenfoot, the super group featuring guitarist Joe Satriani, touring drummer Kenny Aronoff, and former Van Halen bassist Michael Anthony and front man Sammy Hagar. Executive Director of the San Francisco Food Bank Paul Ash.

WHAT: The band, whose recent music video "Three and a Half Letters (I Need a Job)" is motivated by the dismal economy, has partnered with Feeding America to encourage fans to help alleviate some of the effects of the economy. Putting money where his mouth is, lead singer Sammy Hagar will donate \$10,000 from the Hagar Family Foundation to the San Francisco Food Bank during a visit to a local food pantry to distribute food to people who are at risk of hunger as part of their efforts to bring awareness to the issue in each city along their 5-city "Road Test Tour," beginning with this first stop. Paul Ash, the Executive Director of the San Francisco Food Bank, will be on hand to accept the donation. The "I Need A Job" music video features real life letters received by Hagar and closes with a call to action from the band and Feeding America. The band is inviting fans to post their own letters and stories to their [website](#) in hopes it will help them find employment and continue to shed light on the critical condition in America and will continue additional outreach throughout the Road Test Tour.

WHERE: Treasure Island Homeless Development Initiative
850 Avenue I, Bldg 597; Treasure Island, CA 94130

WHEN: Tuesday, November 1st, 2011
2:30 PM Press Check-In

MEDIA RSVP: Interview and photo opportunities available: kerskine@rogersandcowan.com

OTHER: Chickenfoot is set to embark on the recently announced "2011 Road Test Tour," beginning November 1st at the Warfield Theatre in San Francisco in support of their latest release *Chickenfoot III* (eOne Music/Edel/EarMusic), which debuted on the Billboard Album chart at #9. The band will perform "Three and a Half Letters" and single "Big Foot" on *Jimmy Kimmel Live* on the evening of November 3rd. Find your Feeding America member food bank <http://feedingamerica.org/foodbank>.

THE 2011 ROAD TEST TOUR DATES:

November 1	Warfield Theatre	San Francisco, CA
November 2	Avalon Hollywood	Los Angeles, CA
November 4	The Pageant	St. Louis, MO

November 5
November 8

Metro
Webster Hall
**European dates available at www.chickenfoot.us

Chicago, IL
New York, NY

For the "Three and a Half Letters (I Need a Job)" music video, more information about Chickenfoot, please visit the band's [webpage](#), as well as their [podcast](#), [YouTube](#), [Facebook](#) and Google+ pages.

MEDIA CONTACTS:

Jessica Erskine/ Rogers & Cowan/ 310.854.8129/ jerskine@rogersandcowan.com
Maureen O'Connor/ Rogers & Cowan/ 310.854.8116/ moconnor@rogersandcowan.com
Stacy Newman/ San Francisco Food Bank/ 415.282.1907x270/ snewman@sffb.org
Shannon Traeger/Feeding [America](#)/312.641.5717/straeger@feedingamerica.org

Stacy Newman
Media Manager



SAN FRANCISCO FOOD BANK
MARIN FOOD BANK

415-282-1900 x[270]
www.sffoodbank.org
900 Pennsylvania Ave.
San Francisco, CA 94107

Find us on [Twitter](#) and [Facebook](#)

CITY & COUNTY OF SAN FRANCISCO

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Edwin M. Lee, Mayor

MIRIAN SAEZ

DIRECTOR OF THE ISLAND OPERATIONS

Bryan Duquette,
Another Planet
1815 4th Street, Suite C
Berkeley, CA 94710-1943

November 7, 2011

Dear Bryan,

On behalf of the Treasure Island Project Office, I would like to thank you for the donation of tickets to the Treasure Island Music Festival, October 15 and 16, 2011 on Treasure Island. The donation from Another Planet was part of a marketing program to promote the Treasure Island venues for Special Events.

TIDA Board Resolution #98-15-4/15 governs TIDA's ability to accept gifts and also gives the Director the authority to accept gifts valued at \$10,000 or less via written acknowledgment. The Treasure Island Music Festival tickets are valued at \$8560.00. Please let this letter serve as recognition and acknowledgment of said gift.

Thank you again for your donation.

Sincerely,

A handwritten signature in dark ink, appearing to read "Mirian Saez", written over a light blue horizontal line.

Mirian Saez
Director of Island Operations
Treasure Island Development Authority



Volume 3, Issue 11
November, 2011

This newsletter was produced
By Good Neighbors of Treasure
Island and Yerba Buena Island
under consultation with:
Treasure Island Development Authority,
and Miriam Saez,
Director of Island Operations

NEWS

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TIHDI HONORS NELLA GONCALVES FROM CATHOLIC CHARITIES CYO & MARK CONNORS FROM GOOD NEIGHBORS TI/YBI!

By Sherry Williams—Executive Director, TIHDI

On October 13, 2011, the Treasure Island Homeless Development Initiative (TIHDI, pronounced "tie-dye") hosted its annual event to raise funds for the island's weekly food pantry. The theme this year, "Celebrating a Milestone," recognized the hard work of everyone, including TI and YBI residents, to develop a comprehensive development plan for Treasure & Yerba Buena Islands that includes people from all socio-economic backgrounds, including those who have been homeless. The development plan was unanimously approved by the SF Board of Supervisors in June and since then TIHDI has been part of the reuse planning for TI/YBI since 1994, it seemed fitting to celebrate this important milestone.



Photo by Steve J. Brodie

Continued on page 5

TREASURE ISLAND NEWS

DEADLINES & CONDITIONS

- All submissions of articles, announcements, and calendar items must be submitted by the 10th of the month prior to publication for consideration. Email

Good_Neighbors@comcast.net

- The editorial board reserves final rights for inclusion and exclusion.
- Acceptable formats are text submitted in Microsoft Word, PowerPoint, Publisher, JPEG or PDF.
- We encourage positive ideas, solutions and creative problem-solving for our communal challenges; we choose to build community rather than find blame.

ON-ISLAND MEETING OF THE TREASURE ISLAND DEVELOPMENT BOARD

The regularly scheduled TIDA Board meeting set for Nov. 9th has been cancelled. HOWEVER, A Special Meeting of the Treasure Island Development Authority Board will be held Wednesday, November 16, 2011 at 4:30 PM at the Casa de la Vista, 191 Avenue of the Palms, Treasure Island, San Francisco, California. It is anticipated that an approximately 30 minute closed session will take place at the beginning of the meeting. An agenda shall be posted 72 hours prior to the Special Meeting. Check www.SFTreasureIsland.org for details.



GOOD NEIGHBORS QUARTERLY MEETING—NOVEMBER 12

Good Neighbors is an association of residents, agencies, companies and individuals living and/or working on Treasure Island and Yerba Buena Island. As individuals and neighbors we are dedicated to improving our personal and communal lives. We do this by providing information, advocacy, events and activities which promote safety, emergency preparedness, and social networking to assist in building relationships across populations on the islands.

We value respect, tolerance, working toward the public good, individual initiative, and are supportive towards the common goals of the community. We encourage the empowerment of individuals who care about the community and strive to act collectively towards the greater good.

When: Saturday, Nov 12, 2011

Time: 11 am—1 pm

Where: The Shipshape Building

Please RSVP by emailing Good_Neighbors@comcast.net Or call 415-520-6653

November 2011

Sun Mon Tue Wed Thu Fri Sat

		1	2	3	4	5
6	7	8  ELECTION DAY	9	10	11  VETERANS DAY	12  Good Neighbors Meeting
13	14	15	16 On-Island TIDA Meeting SFPD Community Meeting	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

The (TIDA) Board of Directors meets on the second Wednesday of every month at 1:30 PM at San Francisco City Hall, Room 400.

Treasure Island/Yerba Buena Island Citizen Advisory Board (CAB) Meetings are on the first Tuesday of each month 6:00 PM - 8:00 PM. Meeting locations vary. Check the agenda posted on www.SFTreasureIsland.org (On hold until 2012)

The Community meeting is the third Wednesday of every other month (every even numbered month), 6:30 PM at Shipshape

The Navy RAB meeting is the third Tuesday of every other month (every even numbered month), 7 PM at the Casa de la Vista.

Southern (SFPD) Station's community meeting is held on the third Wednesday of each month. Locations vary each month. For information about the meeting locations, or to subscribe to my newsletter, please send an e-mail to sfpdsouthernstation@sfgov.org. All are encouraged attend!

FUN WAS HAD BY ALL...

By Megan Weist-Zukauckas; Community and Admin Coordinator
Treasure Island YMCA

There was lots of laughter, sweet treats and screams shared by all at the Annual Treasure Island Halloween party. Youth and their families participated in activities such as mummy wrapping, pumpkin decorating, and cupcake decorating. Catholic Charities provided the "guts, brains, and eyeballs" for the kids to touch. Velocity, a local church provided music to set the mood. And the Boys and Girls club brought a bounce house to jump around in and burn off some sugar, and a room for the teens to play video games and dance. Diego Rios created a beautiful poster that was the background for family photos taken by Sherry Hainston from TIHDI and Andrea McHenry an island resident.



A huge crowd gathered to cheer on the performers from the Boys and Girls. Rachelle Davis, a staff member from the Boys and Girls Club and island resident, choreographed a dance that she and the youth had been working for weeks. The performance proved how truly talented the youth are on the island.

Every five minutes during the night, party-goers in the gym would turn their heads to the group of kids running screaming from the exit of the Haunted Hallway. The Haunted Hallway has become a tradition of the Halloween Party, and this year's hallway topped them all. Dan Stone and Lorraine Lee from the Villages headed the Haunted Hallway efforts, and created a graveyard, bridge and haunted shack all to tell the story of the spooky miner Curly. The details of the hall such as the bleeding rock wall were spearheaded by island resident and Good Neighbors member Kathryn Lundgren. She had been crafting such props as early as September. Island Creative, a Treasure Island business provided draping, lighting and fog machines that made the hallway that much more professional.

Although the Haunted Hallway would have been scary in and of itself, the students from Job Corp added an extra boo-factor. Job Corp student, Levi Rowe, and Henry Lau from Catholic Charities told the scary story of the Treasure Island mine as they led the brave souls through the hallway. Inside the hallway youth were startled by Job Corps students hiding behind curtains and around corners.

The event ended with a costume contest judged by Good Neighbors President and former president Emily Rapaport and Mark Connors. Prizes included donations from island business such as Oasis Café and X-level sports.

THE (ABBREVIATED) HISTORY OF THE TREASURE ISLAND/YERBA BUENA ISLAND CITIZENS' ADVISORY BOARD

By Karen Knowles-Pearce, Chair

The Treasure Island/Yerba Buena Island Citizens' Advisory Board (CAB) was formed in late 2000, and we held our first meeting in January of 2001. At that meeting we reviewed our by-laws, which were written by our governing board, the Treasure Island Development Authority (TIDA), and - in accordance with our by-laws - we elected our officers.

Over the past 10 years, we have met almost every month as the full CAB. In addition, we have held numerous sub-committee meetings, attended TIDA, Planning Department and Board of Supervisors' meetings. As meetings held in the City are subject to the Brown Act, which guaranteed the public's right to attend and participate in any meetings, all our CAB meetings are open to the public.

Our main purpose for the CAB's existence is to see and give input to the developers' ideas and plans for new neighborhoods on Treasure & Yerba Buena Islands. The first plan was presented to us in 2003. At our meetings after the presentation of this plan, as well as at other public meetings which were held at the San Francisco Main Library, the Port, City Hall, as well as other locations, we and other members of the public discussed, praised, criticized, pulled apart and put back together this first plan to try to make this first design even better.

Continued on page 7

TIDA DIRECTORS CORNER

By Miran Saez, Director of Operations, Treasure Island Development Authority

Every fall I am reminded of my childhood in Ohio. The days kept getting shorter, the homework kept getting longer, and the early sunset was cutting into my bike rides around the neighborhood. My mom had a rule that we all had to be home before dark. I can still remember how hard I would peddle to get home when I heard the first buzz that signaled the streetlights turning on.

Today, fall has a slightly different meaning to me than before. I am grateful that we are past TI's heavy event season, and that we safely coordinated and navigated the events. Thank you for your cooperation and understanding.

Fall is also a good time to take a personal inventory of our home. Is your home ready for an emergency? As I write, we experienced two earthquakes last month – a reminder of the need to be prepared. Do you have sufficient supplies so that you can shelter in place for 72 hours? There are organizations such as 72hours.org, and San Francisco Community Power that can help you get you and your home equipped for an emergency. Every month the newsletter highlights ways for residents to be prepared. Additionally, TIDA, TIHDI and Good Neighbors will be hosting a residential safety conference this spring. The purpose of the conference is to connect residents to the tools needed to survive in an emergency and be of assistance to neighbors.

Have you taken the necessary steps to secure your home and protect your valuables? SF Safe can help you with an in-home assessment. Additionally, Good Neighbors will be rolling out a new Community Watch program. Information and ways for you to participate will be sent to your home soon. Take a minute to read the information and to think about ways that you can become involved.

Finally, the Treasure Island Development Authority Board meeting will be held on Island November 16, 5:00 p.m. to 8:00 p.m. at Casa de la Vista. Following the meeting there will be a reception, and I look forward to seeing you there.



Smokers!

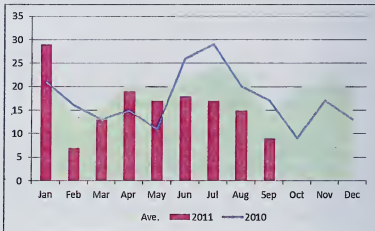
Please be considerate of your fellow passengers on the 108. Don't smoke in or within 20 feet of any MUNI stop or shelter.—

SF Health Code Article 19F Sec 1009.22

TOP 5 SAFETY TIPS

By Mark Connors

Over the past year we have seen a drop in crime due to the hard work of residents, agencies, and the Police Dept. But the Holidays are here and the number of reported incidents that occur on the Island tend to go up as can be seen in the chart below (Green background reflects the moving monthly average number of part one police reports generated for Treasure Island and Yerba Buena Island since 2006. Red bars are this year's reports—all are lower each month than the average except for January)



You can help reduce your chance of becoming a victim by following the tips below.

1. Always lock your doors and windows – including the upstairs windows and your patio door.
2. Don't open your door to strangers – Always ask who is at the door and check the peephole before opening. It's not rude – it's safe.
3. Keep valuables out of site –
 - Don't leave laptops, etc. in plain sight of open windows.
 - If you purchase a big ticket item, be sure to disassemble the box and put it in the garbage can instead of leaving it out.
 - When traveling, lock valuables in the trunk BEFORE you get to your destination.
 - Don't leave anything in your car.
4. Become familiar with your neighbors and your neighborhood.
 - If you see something suspicious call the police -553-0123 – non-emergency/ 911 - emergency)
5. When traveling, ask a trusted friend to keep an eye on your house.

To learn more about safety and crime prevention, please visit www.SFSafe.org

TIHDI Honorees continued from page 1

Each year TIHDI recognizes those who have gone above and beyond the call of duty to either make contributions to TI/YBI community life today or those who have been instrumental in helping to integrate TIHDI opportunities into the future of the islands. This year, TIHDI focused on two individuals who—although they have certainly participated in the planning of the future—have made numerous meaningful contributions to the island yesterday and today. Mark Connors, founder & current Secretary of Good Neighbors TI/YBI and Nella Gonçalves, Program Director for CCCYO Supportive Housing & the TI Childcare Center, have been true champions for the islands and for fostering a positive feeling of community and connectedness among residents.

The results of their contributions are tangible. If you are reading this now, it is because Mark developed this newsletter. If you just dropped off your child to the childcare center, it's because Nella and CCCYO stepped in to make sure the island had a childcare center to support the healthy development of those under 5. If you just checked the Good Neighbors web site, that is also Mark's work. Both of them either spearhead or support community safety efforts that benefit everyone and have helped organize or participated in too many community events to list here. Their work and accomplishments are truly felt everywhere.

In addition to being recognized for their work by TIHDI, they were each presented with a Certificate of Honor by District 6 Supervisor Jane Kim, signed by all members of the Board of Supervisors, and were presented certificates of recognition from Assemblymember Tom Ammiano and State Senator, Mark Leno. All of these officials recognize the extraordinary contributions that each have made—Nella, for over eleven years and Mark for over six. Their commitment and passion for the islands and residents were evident by their acceptance remarks at the event. TI/YBI is fortunate to have such committed folks living or working on the island and TIHDI is honored to recognize all their hard work.

Job Corps continued from page 6

The Food Bank staff members have been enjoying the hard work, dedication, and professionalism that are displayed by the students. The staff members are also very happy with the work production because the students generally complete 3 to 4 hours worth of work in 2 hours! Keep up the good work Treasure Island Job Corps students because your hard work and dedication is helping to make a difference in the community. ~Shamont Waters, CPP Instructor

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becitysmart

be aware. be safe.



We are all pedestrians,
cyclists or
motorists

Motorists

- Pedestrians Go First.
- Yield to Pedestrians in crosswalks. Wait for slow walkers.
- Watch for cyclists before making turns and opening car doors.
- Wait while pedestrians get on or off buses and cable cars.

Cyclists

- Must obey the same rules of the road as cars.
- Must yield to pedestrians.
- Must ride in the direction of traffic.
- Adult cyclists must ride on the street, not sidewalks.

Pedestrians

- Cross only with the walk signal.
- Make eye contact with drivers.
- Avoid walking and talking on cell phones.
- Avoid J-Walking. It may bring an expensive ticket.

All becitysmart tips provided by the Southern District Community Police Advisory Board (SoCPAB). We are community leaders working with SFPD and SFSAFE to improve our neighborhoods.

www.becitysmart.org

Find us on Facebook @ be city smart



BRIDGE NEWS

TILTING THE TOWER

Your eyes are not playing tricks on you; the Self-Anchored Suspension (SAS) tower is tilting! But it's only temporary and there's a good reason for the leaning tower of the Bay. As the SAS cable will be anchored into the eastern end of the roadways, the cable will naturally pull to the east. So to properly balance the main cable during installation, crews in September pulled the top of the permanent tower 518 mm to the west, using temporary cables anchored into the bedrock of Yerba Buena Island. Once the cable is in place, the tower will be released to stand up straight once again. For more information about the SAS tower, visit baybridgeinfo.org/projects/sas-tower.

PLACEMENT OF LAST DECK SECTIONS MAKE THE FINAL CONNECTION

The second-to-last SAS deck section was placed in mid-October, and the last deck section in late October. With these final deck segments in place, the Skyway and SAS will make their long-awaited connection. These final deck segments weigh more than 1,000 tons each and will be lifted 150 feet above the water. Keep watching BayBridgeInfo.org for the latest updates and real time video of the deck placement. For more information about the world's longest Self-Anchored Suspension Span, visit baybridgeinfo.org/projects/sas

WESTBOUND CLOSURE IN EARLY 2012

The westbound (upper) deck of the bridge will close for a weekend in early 2012 to connect the westbound Oakland Touchdown Detour. This detour will allow construction crews to finish building the eastbound roadway near the Toll Plaza, and to open the new East Span to all traffic ahead of schedule in late 2013. Stay tuned to BayBridgeInfo.org for more info coming in December..



TREASURE ISLAND JOB CORPS UPDATE

Treasure island retains #1 national ranking

Treasure Island is again ranked the #1 Job Corps Center in the country in performance reports released last week by the Department of Labor. Treasure Island is ranked #1 in both the Rolling Year Report (covering period 10/01/10-09/30/11) and the Performance Year Report (07/01/11-09/30/11).

120 Job Corps centers are ranked each month by the DOL in these reports. Treasure Island has achieved a #1 ranking in seven of the last eight months. The center was ranked #97 when Adams and Associates was awarded the contract for center operations in June of 2009. Adams and Associates currently has six of it's twelve centers ranked in the Top 10 in the Performance Year Report



Giving to receive—TI Job Corps students give back in weekly labor of love



On Wednesday, October 5th, the Treasure Island Job Corps students in the Career Preparation Period weeks 2 and 4 are given the opportunity to give back to the local community. Mr. Waters' and Ms. Victoria's students are taken to the San Francisco Food Bank to help with various tasks in order to ensure that the homeless population will not go hungry. The students and instructors are asked to make rice, bean, noodle, popcorn, and oats bags in order to create care packages to be sent to the homeless shelters in the community. The students and instructors are also asked to make orange, grapefruit, carrot, bell pepper, and lemon boxes which are also sent to local homeless shelters and communities.

The students really enjoy this opportunity because it gives them a chance to be able to give back to their community. This is also a very important trip because this is the first time that the students are able to work in a fast-paced work setting away from the center. The students learn how to work in groups; they display positive attitudes, leadership qualities, and also show great patience and understanding of the rules and regulations involved with the given tasks provided by the Food Bank Managers. The instructors are

able to get a better understanding of the student skills and abilities by observing and also interacting with the students during the given tasks.

Continued on page 5

CAB History Continued from page 3

After a couple of years of this process, there was a bit of a "lull", as developers – we later discovered – went back to square one to rethink this first design. In 2007 they came back to us and they had added new members to their design team who brought in fresh eyes and ideas, as well as new ways of looking at the islands. They had rethought and replotted their original plan and we were presented with an entirely new proposed development plan.

Once again, we engaged in the monthly CAB and TIDA meetings, as well as meetings for the public at large around the islands and at various places on the "mainland". The result of that planning and those meetings is the plan that was approved unanimously by the Board of Supervisors in June, 2011.

As we move forward, the proposed development plan will continue to be tweaked and changed, modified and morphed. TIDA will continue to guide the process and the CAB will continue to meet and discuss. We will continue to get input from the public until the proposed development ultimately becomes your new neighborhood. If you plan to remain on the island, living in the new housing (or even if you're not!), be aware that these meetings will continue, and they will always be posted in your *Good Neighbors* newsletter as well as the usual places online and outreach from TIDA. We always welcome your input and ideas.

We all look forward to the infrastructure work beginning very soon, and, ultimately, the opening of the homes in first new neighborhood!

The CAB meeting scheduled for November 1st, 2011 has been cancelled.

After discussion at the October 4th, 2011 meeting, the CAB determined that it is not necessary to hold November and December meetings. Please plan accordingly, as we will not be holding a CAB meeting for either the month of November or December.



NOVEMBER 11, 2011 ELECTION

Voting counts—but only if you do it. A good resource (one among many) is SFGov.TV, San Francisco's Government TV. To watch videos about the propositions and candidates for this years election go to www.SFGOVTV.ORG then Click on "SF Votes 2011". This will take you to the "Election November 2011 page" where you will find a number of videos.

Jane Kim

DISTRICT 6 SUPERVISOR



Visit Supervisor Kim's webpage at
www.sfbos.org



TI Book Mobile

The popular SF Public Library Treasure Island bookmobile will moving to a new location and time starting August 4th.

New Location: Parking Lot @ 850 Ave. D
(Treasure Island CDC)

New Time: Thursdays, 1pm-7pm

For additional information, please contact Mobile Outreach Services at 415-557-4346 or email mosmgr@sfpd.org.



Treasure Island Notary Public

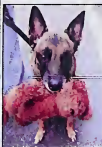
Chad Miller
chadmnotary@gmail.com
(415) 837-8969



Is Your Back Yard Over Grown??

Need help in weeding and bagging your back yard?

Call Nora @ 415-933-5046 or
e-mail normasaldierna@yahoo.com



Treasure Island Kennel Club

Write to
TIKC@comcast.net or
call (415) 677-4182



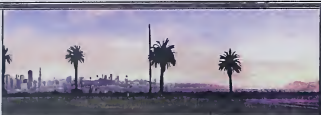
**BOYS & GIRLS
CLUB**

Island Youth Need Your Help!

The Boys and Girls Club on Treasure Island serves over 100 youths with a number of services and programs but continually need volunteers!

Opportunities for regularly scheduled or drop in tutoring and mentoring are available. Don't short change yourself on what you can do to impact a youth!

Contact Lavina DeSilva @ 415-362-1393 or email at ldesilva@kidsclub.org



Saturday November 26 & Sunday November 27

On the Great Lawn

9 am-4 pm

Residents show your ID for free entry

Treasure Island Flea is owned and operated by The Marin County Flea Market LLC, a privately held company, co-founded by Angie & Charles Ansaneli, with offices located in Novato, California. The company is committed to bringing a quality open-air market to Treasure Island where families and friends can gather and enjoy shopping for unique one-of-a-kind items.

Treasure Island MarketPlace can be contacted at Info@TreasureIslandFlea.com or 415.898.0245.

Patsy

White with Black & Tan Head, Black spot near tail.

Rat Terrier, 25lbs, Upright ears.



Patsy arrived by plane from her old owner Friday night. When I let her out of her crate to toilet she became frightened and fought her way out of her collar.

She seems to be desperately searching for her old owner and she runs from everyone else.

She has been seen repeatedly on Bayside, Northpoint, Ozborn & Mason Court and the levy in the north. I've set out crates with food and water in them and I've put water in several locations.

Susan Krala skralla@comcast.net

415-677-4182 home 510-508-4112 cell

E-mail Updates from Good Neighbors

Good Neighbors sends out at least one email per month (and sometimes more) containing the community newsletter. If you would like to get these updates, please write to:

Good_Neighbors@comcast.net. Your information will be treated as confidential and your address will not be shared with others.

To ensure that future announcements from Good Neighbors of Treasure Island and Yerba Buena Island are delivered to your inbox (not your bulk folder), please add **Good_Neighbors@comcast.net** to your address book.

If you have already signed up but are not getting announcements, please check your SPAM filter.

NOTE: Signing up on the list does not make you a member. To become a member, please visit TreasureIslandSF.org and complete an online membership application.

We're on the web!
www.TreasureIslandSF.org

HOW TO SUBSCRIBE

Anyone can subscribe to this
FREE newsletter by sending your
request to:

Good_Neighbors@comcast.net

Please encourage your
housemates, neighbors, and
others interested in Treasure
Island to sign up.

Or, residents of the Villages, can
also send an email to:

Villages@JSCO.net

With the subject "Email Notices
Sign-up" and include your name,
address and contact info. Staff
will verify the information, then
send the latest community news.



Next Quarterly Meeting

Saturday, November 12
Shipshape
11 am-1 pm

Call (415) 520-6653

Save The Date

Holiday Festival

Shop Your Local Vendors
Picture w/Santa
Food & Drinks
Arts & Craft
Face Painting
Live Entertainment
...and much more.

SATURDAY, DECEMBER
3RD

12 Noon - 3 pm

Location: Ship Shape Bldg.

Please call 415-986-4810 for more information or visit
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THE TREASURE TROVE



TREASURE ISLAND JOB CORPS CENTER • WEEKLY UPDATE

11/04/11

THIS WEEK

- ~Career Corner-Opportunity Knocks
- ~Dynamic Diversity Celebration Embraces Latino Heritage and Culture
- ~CMA Connect to Community at Planned Parenthood "Mock Clinic"
- ~Daylight Savings Time Ends Soon
- ~Diary of a Farm—Fall Farm Facets
- ~TIJCC Says Goodbye to Ms. Rose
- ~Season's "Screamings!"
- ~Students Select New SGA for Service
- ~Welcome New Students
- ~Spectacular Student Scores
- ~Safety Officer Alex Wong's Tip of the Week
- ~Adams Family Fables

CAREER CORNER

OPPORTUNITY KNOCKS!

Corporate Vacancies

Columbia, MA – Corporate Purchasing Manager

Other Centers' Management Vacancies

Afterbury – Wellness Services Supervisor, Dorm Supervisor, Food Services Assistant Manager

Exeter – Center Shift Manager

Gadsden – NONE

Glenmont – Career Education Manager, OA/CTS Manager, Deputy Center Director

Grafton – Social Development Director

Joliet – Recreation Supervisor

Little Rock – NONE

Red Rock – NONE

Shriver – Finance Manager, Social Development Manager, Social Development Director, Human Resources Manager

Woodland – Center Director

Woodstock – Dorm Supervisor, Wellness Manager

TIJCC Vacancies

LVN/Disability Coordinator

Part-time TEAP Counselor

Residential Advisor

Safety/Security Advisor

Senior Cook

WBL Advisor

CTT Instructor – Advanced Culinary

If you are interested in any of these positions, please contact the Treasure Island Center HR Manager, Ms. Anny Fong, at 415-217-7984 or fong.anny@jobcorps.org for assistance with the application process.



New Hire Orientation (NHO) is scheduled on every 1st and 2nd Thursday of the month in the HR Training Room. All TIJCC employees must complete NHO within 90 days from their date of hire. If you have any questions or require assistance, please contact Mr. Armando Lopez, the HR/Staff Training Coordinator, at 415-352-2477 or lopez.armando@jobcorps.org.

DYNAMIC DIVERSITY CELEBRATION EMBRACES LATINO HERITAGE AND CULTURE



On October 26, 2011, students and staff celebrated Latino Heritage via a festive cornucopia of food, festivities, and feeling expressive of the Rich Latino Culture.

At a delicious luncheon that day, 40 trainees and staff including students from the Culinary program collaborated to cook an incredible luncheon meal featuring food from Mexico, Puerto Rico and Argentina.

After the meal, trainees presented an informative and touching program to educate and celebrate Latino culture to the student body. Created by Latino students and their allies, the program included sharing the significance of Latino Heritage Month, what being Latino meant to them, a celebration of Latino people and their allies, Cesar Chavez' contributions, the roots of Latin music, dancing the Bachata, describing the Quincenera, dancing a Mexican folk dance, talking about significance of Día De Los Muertos (Day of the Dead), honoring those they cared about, and dancing the Banda. The program closed with an incredible drumming performance by the Melrose Leadership Academy.

CONTINUED ON PAGE TWO!



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CERTIFIED MEDICAL ASSISTANT STUDENTS CONNECT TO COMMUNITY FOR CAREER EXPLORATION—PLANNED PARENTHOOD PARTNERSHIP 'MOCK CLINIC' TRAINING



As part of Career Exploration activities, a group of Certified Medical Assistant (CMA) students participated in a "mock clinic" at the Planned Parenthood Clinic in Vallejo.

One CMA student, **Elohe Seyoum** (right), an exuberant 24 year old in Ms. Christina Carpenter's classroom, was particularly delighted by the experience and writes:

"I absolutely enjoyed being a part of Planned Parenthood's "Mock Clinic" in Vallejo. I walked away after the daylong training, thrilled that the experience had really validated the training we receive here at Treasure Island Job Corps. For example, when

dealing with patients, health care professionals must use many of the skills we stress here at Job Corps like Workplace Relationships and Ethics, Information Management, Multicultural Awareness, and a high level of competence in Interpersonal skills. As a career field in the health care terrain, it is an emotionally highly charged environment stemming from the issues patients face in making decisions to keep them healthy in safe sex habits to anti-abortion protesters; although we learned that abortions are statistically only 5% of the full array of services.

I realize that this field of work might not be for everyone, but it is always important to maintain professionalism and the staff at the Planned Parenthood in Vallejo demonstrated great professionalism.

I look forward to my future as a health care professional and putting into practice everything I've learned in the Certified Medical Assistant Trade." —Wilhelmina Parker, Business Community Liaison Director



Elohe Seyoum, CMA

DYNAMIC DIVERSITY CELEBRATION—CONTINUED FROM PG. 1



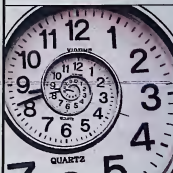
Because the diversity assembly was about inclusion, the students made a point of choosing dances and recipes that represented Latin culture as a whole. The speakers were thoughtful about deciding who they wanted to honor or what part of their culture they wanted to share. Most importantly, the students practiced conflict resolution which disagreements occurred during the process to develop the program. Instead of giving up when

pressure mounted, the group hung together and worked through their differences. The students exhibited incredible perseverance and dedication to believing in themselves and being supportive of each other as a group.

~Betty Wong, Diversity/ELL Coordinator



IT'S TIME TO FALL BACK!



**DAYLIGHT SAVING
TIME ENDS 11/06/11. SET
YOUR CLOCKS BACK 1HR**

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Adams And Associates Data Integrity - WEBSITE ADDRESS: adamsintegrityhotline.com.

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DIARY OF THE MICHELLE OBAMA GREEN ACRE—FALL FARM FACETS

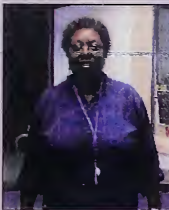


The Hatchlings have arrived!! Our once-empty chicken coop is now filled with the quiet 'cheep-cheeping' of its new residents. There are several breeds represented, including the Rhode Island Red (lightest in color), Cuckoo Maran (black with white undersides) and Welsummer (light in color with brown triangles on their heads). These little chicks are about a week old now and will spend the next 2 months eating, sleeping, exploring, and developing their feathers. Until they can regulate their own temperature, they need to be kept warm - around 85 degrees. This is a job usually accomplished by a mother hen but for our purposes, we're creating their environment to mimic the services of a brooding chicken who sits on her eggs to hatch them. That's why they're living in a 'brooder'; a safe, warm enclosed space with wood shavings as a bedding material, constant access to food and water, and protection from outside intruders like rodents, predatory birds, and raccoons. It will be about 6 months before these young ladies have grown to maturity and will begin laying eggs (of all different colors!). Until then, we get to enjoy raising them, socializing them, and watching the changes they'll undergo as they develop their first feathers and establish a pecking order.

Hatcheries determine the sex of the chickens when they're first born, but it's definitely not an exact science. They guarantee that 96% of our chicks are females (hens), but it's very possible that we'll end up with a male chicken (rooster) in amongst the flock. Ideally we want all hens because the girls are the egg-layers. It's a common misconception that you need a rooster around for hens to lay eggs when actually, just like human females, lady chickens lay eggs on a regular basis; it's just that the eggs aren't fertile unless there's a rooster in the flock.

For now, go say hello to our new arrivals - you can pet them gently as long as they see your hand coming (in other words, don't reach down from above, go from the side) and try feeding them (chicken scratch from their feeder) out of your hand, but please don't pick them up (yet...) and make sure to close all doors securely behind you when you leave. It's incredibly important that the chicks are shut in at night and even that the door to the chicken coop is closed when the chicks are unattended. And don't worry!! When the doors and windows are shut, the coop is an impenetrable fortress designed to keep marauding predators out!

We plan to have an "Adopt a Chicken" campaign, with every trade choosing, naming, visiting and monitoring one member of the flock, so start thinking of good chicken names! And if you're interested in taking a more serious role in the care of our hatchlings, please come see me! Corey Block, Farm Coordinator, Office: 1st floor bldg. #366 or on the farm. Learn more about them at Farm Club, Tuesdays 4-5:30pm. ~Corey Block, Urban Farm Coordinator



TREASURE ISLAND JOB CORPS SAYS GOODBYE TO MS. ROSE

This last week, Treasure Island Job Corps was sad to note the passing of Ms. Rose Sidhu, a long time Residential Advisor in the Student Dorms who was known and loved on the 5 East wing, her beloved dorm. Ms. Sidhu, fondly known as "Ms. Rose" by staff and students alike, passed away suddenly on October 30th.

To mark her passing, students and staff held a candlelight vigil; sharing songs and poignant memories about their beloved Ms. Rose and what she had taught them.

Ms. Rose, you will be missed. Rest in Peace.

The Treasure Island Job Corps staff and student body send our condolences and well wishes to her family and loved ones.



IT'S THE
GREEN TEAM'S
RECYCLE QUIZ

ANSWER ON
NEXT PAGE!





11/04/11

SEASON'S "SCREAMINGS!" TIJCC PARTICIPATES IN ISLAND COLLABORATION OF GHOULISH GLEE!!



On Friday, October 28, 2011, Trainees from the Advanced Culinary Arts Program helped the children and families of Treasure Island celebrate Halloween at the YMCA. The good folks at the John Stewart Company build a set for the Haunted Hallway at this year's Halloween party sponsored by the YMCA, TIDA, TIHDA, Boys & Girls Club, Good Neighbors, The Villages, Island Creative, and Catholic Charities. Our part was as the cast of characters of "Curly and His Unwilling, Unearthly Assistants, of the Haunted Mine." We had the honor of being the frightful cast of the Haunted Hallway. We also helped with serving the food, took care of the DJ spot, and we

had one member of the Security Class helping to keep the little ghosts, goblins, and other creatures out of harm's way.

These members of Culinary served as the cast of ghouls etc., they are: Dani Close, Antionette Emery, Alesia Hart, Michael Holland (Also did the fabulous makeup), Angel James, Cissie Shelten-Johnson, Ray Leckbee, Anthony Rodriguez, Levi Rowe, Austin Shavanaux, Derego Tariah, Andy Froess provided Security.

Thank you to all of the above for making this such a successful and enjoyable evening for us all. ~Emily Rapaport, Career Transition Specialist



**ANSWER TO
THE GREEN
TEAM'S
RECYCLE QUIZ
DID YOU GET IT
RIGHT???**



**It goes in the
LANDFILL BIN!**

STUDENTS SELECT NEW SGA FOR SERVICE

The TIJCC student body is pleased to announce the new leadership team of Student Government. The new cadre was elected on Friday, October 28th. Please make them welcome!



President
Matthew Johnson

Vice President
Dominic Burns

Secretary
Desiree Satele

Treasurer
Jessica Satele

Sergeant At Arms
Daniel Maffio

Chief Justice
Zacara Duncan

Committee Coordinator
Kayla Johnson

SGA Reporter
Mary Meredith

Dorm President
Poulima Lutu

Dorm Vice President
Ashley Scott

ELL Representative
Xue Ying Ma





11/04/11

WELCOME OUR NEW STUDENTS!



AMANDA CHARVET, DONOVAN DOYLE, PATRICIA FRILEY, DESTINY GARLAND, SHIBIN LONG, MARVIN MAYS, CASEY MCDANIEL, KAYLA MCDANIEL, JAMIE MEDLEY, & NORDERTO TERRIQUEZ-HERNANDEZ

SPECTACULAR STUDENT SCORES!!

This week, these student stars made significant improvements on their TABE scores. Student names in bold scored high enough to join the 600 Club!



CONGRATULATIONS!

Juan Duran, Xiaolan Chen,
Ashley Scott, Raven Hall,
Adrian Perez, Olivia Apolinar Martinez,
& Teneisha Lemon

SUCCESSFUL STUDENT TRANSITIONS



HARD WORK PAYS OFF!

Shawndra Thomas, Painting, has been working for the San Francisco Airport making \$16.07 per hour!

James Hardy, Facility Maintenance, has been working as a Landscaper for Frank & Grossman making \$12.00 per hour!

SAFETY OFFICER ALEX WONG'S SAFETY TIP OF THE WEEK!



**THE SAFEST RISK IS
THE ONE YOU DIDN'T TAKE!**





Adams Family Fables

November 4, 2011

Volume:10 Number: 42

In This Edition:
TI On Alert

Family Members in the
News

Safety Success at the
'Stock

Ask Roy: Go Ahead,
Make My Day

Upcoming Events:
Nov 8th: Planned Power
Outage at Glenmont

Nov 24th: Thanksgiving

NERT ALERT

That's right, lots of NERT sightings at Treasure Island last week. 12 Treasure Island students volunteered to play victim for the San Francisco Neighborhood Emergency Response Team's (NERT) annual citywide emergency drills. Students got a jump start on Halloween by applying make up to look like they were injured, maimed or dead while the City's NERTs had 60 seconds or less to identify priority victims for triage. The San Francisco Fire Department hosted the event and gave the students rave reviews for their acting abilities. Meanwhile, Office Administration Instructor Mark Breshears reports that San Francisco District 5 Supervisor Ross Mirkarimi visited with 75 Office Administration, CMA and Security/MilCap students last week. Supervisor Mirkarimi hosts a WBL site at City Hall for OA students. Nice job TI!!!

MAKIN' A DIFFERENCE

Family Centers have been extremely busy making a difference in their local communities. A flurry of positive press has highlighted the positive impact community service activities have played in local communities. Kudos to the "usual suspects" – Joliet (of course!), Glenmont (it's becoming cliché), Red Rock (typical), Exeter (was it something I said??!!?), Little Rock (ho hum) and Woodland (watch out for the new kid in town!) for their media coverage. And, of course hats off to all *Family students and staff* who participated in Job Corps' annual Make A Difference Day.

GIDDYUP WOODSTOCK!!!

CTT Manager Dana Kelly reports that the Woodstock Center recently held its 6th Annual Safety Rodeo. With organizational support provided by Electrical Instructor Mr. Robert Ponzo and HBI's David Henn, Woodstock certified 135 students in OSHA 10, Forklift, Aerial Lift, Power Actuated Tool certification, First Aid, CPR, AET Confined Space, Fall Arrest Systems and Bobcat Training! A number of area employers who participated in the Rodeo over the course of a week included Hubball, Fluke Industries, Square D, General Electric, Graybar, Ideal, Rab Lighting, Hilti, Altech, Littelfuse, E.J. Varyholly & Sons, Providence Marketing Association and the HBI Safety Board.

ASK ROY

Guy from the North Woods: Hey, Roy, I heard that you were visiting Clint Eastwood, is that correct?

Roy: Well, not exactly, Woodstar. I did take a trip to Carmel-By-The-Sea, where Clint was Mayor. I did visit his Mission Ranch where Clint sometime plays at the piano bar.

GFTNW: So, Roy, did you belt out a few tunes with Clint?

Roy: Are you kidding me, Woodflute? That would be the ultimate "go ahead and make my day!"

You know, Woodblank, I am surprised that Clint didn't use the 45 magnum on somebody. There is a little community theater in Carmel, the Sunset Center, that Clint decided to use for the world premier showing of his latest film "J. Edgar."

Big deal, red carpet, well endowed celebs, etc., Kim Kardashian trolling for a short-term interlude – maybe a well-know golfer this time. Anyway, halfway through the film, the projector broke down. We don't know how it ended!



Published on *PluginCars.com* (<http://www.plugincars.com>)

[Home](#) > Contest: What's Your One-Liner on Plug-In Vehicles?

Contest: What's Your One-Liner on Plug-In Vehicles?

By *Felix Kramer*

Created 2011-11-04 13:42

Contest: What's Your One-Liner on Plug-In Vehicles?

By [Felix Kramer](#) ^[1] · November 04, 2011



Come up with a brilliant one-liner about plug-in cars, and get VIP tickets to Plug In America's Gala Event on Treasure Island in the San Francisco Bay.

The creation of a mass movement of plug-in car drivers involves convincing one driver at a time to give electricity a chance. That means finding the right messages, and delivering them in a persuasive way. Here's your chance in the next seven days to devise a memorable pitch—for plug-in cars or just for plug-in hybrids—and an opportunity to win a prize.

If you come up with something "insanely great," you could see your words all over, and contribute significantly to the success of the campaign for vehicle electrification.

We invite our readers to think about your best "one-liner" about PEVs. Your concise single sentence can be a:

- compelling statement of their social benefits
- catchy and memorable slogan
- heartfelt story of your longing for one
- snapshot of a comment you got while in your PEV
- joke (e.g., how many drivers does it take to plug in...?)
- if you're a creative type, point to a URL for your art/photo/song

CalCars had a few false starts, but we eventually came up with "**100+MPG**" and "**Cleaner/Cheaper/Domestic**." It's time to amp up our one-liners to deliver an even more powerful message.

Very Cool Prize

A lucky winner will get two VIP tickets to **Plug In America's Annual Gala event, Sunday, November 13** at the ultra-scenic Treasure Island in San Francisco Bay. VIPs get a 3 PM pre-event with test-drives of not-yet-out electric vehicles. Details at http://action.pluginamerica.org/content_item/gala [2]. (Those tickets are valued at \$240 each.)

CalCars is a long-time supporter of Plug In America and the other groups working to promote PEVs, many listed at <http://www.calcars.org/partners.html> [3]. You can also buy general tickets for events starting at 4:30: food and drink, raffles, etc. for \$120 at <http://www.brownpapertickets.com/event/206361> [4].

If you don't live nearby, of course you can transfer your tickets to a friend. Or PIA will send you a DVD of "Who Killed the Electric Car," a tote bag, and a copy of its 2012 Plug-In Car guide when released.

I will judge the winners, along with Brad Berman, founder and editor PlugInCars.com. You may also know him for his years at HybridCars.com or see his automotive journalism at The New York Times.

The deadline for submissions is Friday, November 11 at noon Pacific Time. Post your submissions in the comments field below. If you don't feel inspired, check in here and maybe you'll get some ideas. And by all means, spread the word about this contest.

Stay on the Cutting Edge of Green Car Technology!

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Rolling Stone

Death Cab for Cutie, Hold Steady Rock Eclectic Treasure Island Festival

Standouts at the San Francisco festival include Empire of the Sun, Stephen Malkmus

by: Bob Scarlett



Luke Steele of Empire of the Sun performs as part of the Treasure Island Music Festival on October 15, 2011 in San Francisco, California. Tim Mosenfelder/Getty Images

Death Cab for Cutie's blissfully intense closing set was a fitting end for the fifth annual Treasure Island Music Festival, held this past weekend on an island in the middle of San Francisco Bay. Opening with a stirring "I Will Possess Your Heart" and continuing with "Crooked Teeth" and "Why You'd Want to Live Here," Death Cab were intent on keeping the weekend crowd of more than 25,000, who saw 26 acts playing on two stages, from leaving through sheer force of will. Closing out the final night with their haunting "Transatlanticism," everyone could feel something special had occurred.

Saturday's show, which skewed more toward the electronic world, kicked off with a synthesizer and cello produced set of shimmering pop by local favorites, Geographer. Aloe Blacc's neo-soul, including his hit (and HBO's *How To Make It in America* intro song) "I Need a Dollar," was also a crowd favorite. The dance vibe continued for most of the afternoon with Dizzee Rascal, Buraka Som Sistema and Chromeo.

Not all of the first day was upbeat dancing. Laptop musician Flying Lotus performed a dreamy,

psychedelic set while U.K.-based Battles presented a cerebral sci-fi/math rock with drummer John Stanier providing a driving beat for the atmospheric tunes. Even acid jazz was represented with former Digable Planets member Ishmael "Butterfly" Butler's new group Shabazz Palaces. Reunited Death from Above 1979 pushed metal/punk with fuzzed up guitar and manic drumming. But Saturday's close was what the crowd had been waiting for, when Australian psychedelic pop act Empire of the Sun took the main stage for a show that was part Vegas extravaganza, part Eighties glam.

Indie bands dominated the lineup on Sunday and standouts included the Head and the Heart, the Antlers and St. Vincent's experimental mix of lush melodies. A confident but laid back Stephen Malkmus and the Jicks started slow, but built to an impressive end as the sun started to drop behind the San Francisco skyline.

After a hypnotic, dreamy set by Beach House and the mind-altering mini-symphonies of Explosions of the Sky, the Hold Steady provided the most pure rock experience of the day. Vocalist Craig Finn, as manic as ever, got the by now worn out crowd moving with stellar versions of "Sequestered in Memphis," "Magazines," and "Rock and Roll Problems" before closing with crowd favorite "Stay Positive."

While this year's lineup was truly eclectic (one of the quirks of the festival is that they never book the same band twice), the true charm of Treasure Island is its intimacy. As one concertgoer mentioned, "It's almost like a county fair with music."

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Treasure Island Music Festival: Nonstop joy

Aidin Vaziri, Chronicle Pop Music Critic

Tuesday, October 18, 2011

Death Cab for Cutie brought the fifth annual Treasure Island Music Festival to a euphoric close on Sunday by delving into its back catalog for the emotionally wrought ballad "Transatlanticism," a song driven by the lyrical mantra "I need you so much closer."

For fans and indie-music bands alike, that's exactly what was on offer at the two-day concert, organized by Noise Pop and Another Planet Entertainment.

Even though it attracted a sun-drenched crowd of 25,000 over the weekend, Treasure Island still felt like a boutique event. Calling most of the acts on the bill - curiously named entities such as Shabazz Palaces, Dizze Rascal and Wild Beasts - cult sensations would be a little too generous. That meant that for the most part the music always felt intimate, if not incidental.

The Great Lawn - a 125,000-square-foot rectangle of land on the west shore with sweeping views of the San Francisco skyline - had the laid-back atmosphere of a backyard barbecue, where people either spread out blankets and took it all in or stumbled around dressed as pirates and sea creatures.

There were 26 acts playing on two stages and the music never stopped (for better or worse, given the intensely varied lineup).

Saturday's bill leaned heavily toward artists with laptops and beats, which meant a younger and more frantic crowd. But the dance tunes were broken up by the rigid experimental rock band Battles, metal-infused punks Death From Above 1979 and the headdress-wearing Australian psychedelic pop outfit Empire of the Sun, intent on creating the stage spectacle of vintage Pink Floyd.

With Death Cab for Cutie, former Pavement front man Stephen Malkmus and the raucous Brooklyn bar band the Hold Steady serving as the pillars, Sunday offered a few safer bets for the indie-rock crowd.

But the best moments of the day defied classification.



The Baltimore duo Beach House unfurled the hazy pop of its most recent album, "Teen Dream," to rapt attention against a spectacular sunset - a far more transcendent setting for the music than the dim nightclubs the group typically plays.

The British dance-rock act Friendly Fires, meanwhile, thrived under the glow of the Ferris wheel as the singer Ed Macfarlane bounded across the stage, the city lights in the distance adding extra stardust to his band's ecstatic funk.

The chills were palpable when during the band's signature tune, "Paris," he howled, "And every night we'll watch the stars/ They'll be out for us."


It was the kind of moment you couldn't find at any other music festival in the world.

Follow Aidin Vaziri at twitter.com/MusicSF. E-mail him at avaziri@sfgchronicle.com.

<http://sfgate.com/cgi-bin/article.cgi?f=/c/a/2011/10/18/DDC71LINBV.DTL>

This article appeared on page **E - 1** of the San Francisco Chronicle


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3

[Share](#)**News: Marines ready to answer call for next natural disaster**[San Francisco Fleet Week](#)   [Follow This Unit](#)Story by [Lance Cpl. Timothy Lento](#)   [Follow This Journalist](#)[Login to Vote!](#)

SAN FRANCISCO – Marines serving with Combat Logistics Regiment 17 took on an unorthodox exercise in San Francisco, Oct. 7, during Fleet Week.

The Marines bussed to the city's Treasure Island and trained with local first responders in urban search and rescue as part of a continued focus on humanitarian disaster relief, which also provided a chance for the Marines to build working relationships with the emergency services of San Francisco.

Marines and sailors were paired with members of the San Francisco Fire Department for the four-hour demonstration and practical application.

"At any point and time, Marines may be called upon to provide some kind of disaster relief or humanitarian effort," said Capt. Alexs Sanchez, the Headquarters and Service Company executive officer with CLR-17.

In case of a major earthquake or hurricane, many of the local emergency offices may not be able to help. The Marines train to be ready if called upon to help the relief efforts of a natural disaster.

"Today's objective was to train the Marines and sailors in case there is ever an earthquake or disaster in San Francisco," said Assistant Deputy Chief Mark Kearney, director of Homeland Security Division, San Francisco Fire Department.

Sanchez said the demonstration was very informative to many of the Marines and a vital tool for their tool kit.

"Our humanitarian support requires us to be knowledgeable in these little things," said Sgt. Ryan Cheramie, a motor technician with CLR-17. "The fire department gave us some insights, so if there is a disaster and someone's life needs to be saved, we actually have those techniques to support that."

The San Francisco Fire Department took the lead in training the Marines.

"It is essential that Marines have a good, solid base of understanding of some of the techniques we've learned today," said Sanchez.

"If there was ever a disaster relief in the United States, if we have a working relationship with [local first responders], we'd know exactly what they would need and how they operate," said Sanchez.

With the tsunamis in eastern Asia and Hurricane Katrina still fresh in many people's minds, combined with relief efforts happening all over the world, the Marines said the training was a valuable opportunity.



Photo by Lance Cpl. Timothy Lento
Lance Cpl. Neil Uzueta, Combat Logistics Regiment 17, begins the construction of a support unit that would help in earthquakes, hurricanes or other natural disasters, Oct. 7, 2011. Uzueta traveled with 33 other Marines and sailors to the San Francisco Fire Department's training facilities on Treasure Island. The training consisted of a condensed version of the fire department's urban search and rescue class.

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2011 Lodi's Treasure Island WineFest

2011 Lodi's Treasure Island
WineFest at San Francisco on
October 8, 2011
Credits: Julie Santiago

Great wine discoveries at the **3rd Annual Lodi's Treasure Island Wine Fest** celebrated on Saturday October 8. A beautiful afternoon shared with a couple thousand wine lovers; well crafted wines, amazing food and the Blue Angels roaring in a clear blue sky. What an spectacular location for a wine event, with an amazing view of the San Francisco skyline.

Over 45 wineries shared more than 200 wine selections and a never ending buffet lineup of food for every taste. In addition to the wine you was able to taste amazing samples of artisan cheeses from Fiscalini, Sonoma, and Nicasio Valley Cheese; delicious chocolates from Bridgebrand Chocolates, Truffle Gateau and Desperately Seeking Chocolate; amazing toffee from R & J Toffees; well crafted olive oils from Coldani Olive Ranch (Calivirgin), Lucero, Lodi and Sierra Olive Oil Companies. Also participating, with great al-dente samples, Pasta Pomodoro and finishing up the event with samples of Honest Tea and Weavers Coffee.

It was a great opportunity to have winemakers pouring their wines and answering all sort of interesting questions. Among the impressive wine selections there were wines from:

- **Bokisch Vineyard:** Owner and winemaker Markus Bokisch and his wife Liz poured delicious wines from Spanish varieties grown in Lodi: Albariño, Garnacha, Tempranillo and Graciano.

2010 Bokisch Albariño: Great floral aromas (jasmine) and green apple, refreshing lemon and peach flavors with mineral notes and slightly tart dry finish.

- **Acquiesce Winery:** Son and daughter in law of owner and Winemaker Susan Tipton poured unique Rhone inspired white and rosé wines: Grenache Blanc, Belle Blanc and dry rosé.

2010 Belle Blanc: A blend of Grenache Blanc, Roussane and Viognier grapes. Complex white wine with a peculiar aroma of white flowers, honey and butterscotch and flavors of passion fruit, tangerine, grapefruit. Great acidity in this wine makes it a great food wine.

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- **Field Family Wines:** Owner Russ Fields poured 2010 White's Cuvee, 2009 Big Red and his baby 2009 Estate Syrah.

2009 Estate Syrah: Well crafted 100% Syrah from Fields Family Estate Organic Certified Vineyard. Great aromas of rose petals, ripe red berries and cinnamon round up with silky tannins, elegant oak notes and peppery finish.

- **Jeremy Wine Co.:** Owner and winemaker Jeremy Trettevik and wife Choral shared their beautiful wines: Albariño, Barbera and Old Vines Zinfandel.

2008 Jeremy Barbera: Strong aromas of leather, tobacco and brown spices up front finishing up with ripe dark fruit flavors and spice. Bold but elegant wine that will pair well with full flavor cheeses (Pecorino) and a great number of dishes like pasta with tomato base sauce, BBQ baby back ribs, grilled burgers with bacon and cheese, roasted chicken, grilled sausages and your favorite pizza.

- **C'T'Z'N' from The Lucas Winery:** Winemaker Heather Pyle-Lucas and son Buck Lucas introduced us to their new label that includes a Chardonnay, Rosé of Zinfandel and Zinfandel.

2010 C'T'Z'N Chardonnay: From sustainable farmed fruit. Bright fruit forward wine with citrus (lemon), green apple and floral aromas. On the palate feels medium-bodied with a great balanced between fruit and acid, just a hint of oak flavor and nice hints of hazelnut, honeysuckle and Meyer lemon.

Lodi's Treasure Island WineFest was presented by the California Wine Education Foundation, the Lodi Winegrape Commission and Lodi Wine Country vintners and growers.

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Edgar Solis, National Wine Pairing Examiner

October 11, 2011 - Like this? Subscribe to get instant updates.



Urban Land Institute **San Francisco**
Serving the Greater Bay Area



ULI's Blog

TI Becoming a Sustainable Community

Posted on October 12, 2011 by ULI San Francisco



Treasure Island and Yerba Buena Island will soon become one of the most environmentally sustainable, large urban development projects in the country. ULI members got an up-close briefing of development plans touring the islands by

shuttle. Stephen Proud, Vice President of Community Development with Lennar Urban narrated the tour. Lennar along with Kenwood Investments and Wilson Meany Sullivan, comprise Treasure Island Community Development and this entity is in partnership with the Treasure Island Development Authority to bring the development to fruition. Stephen enlightened us with an overview of the various development phases in addition to revealing significant points regarding island history.

Built on the shoals of Yerba Buena Island during the 1930s, Treasure Island was constructed by the Army Corps of Engineers as the site for

the 1939 World's Fair. The fair commemorated among other things, completion of the Golden Gate and San Francisco-Oakland Bay Bridges. Treasure Island was later established as a Naval Air Station. However, military operations were decommissioned in 1997 and the existing properties were converted into rental units, which are currently home to some 2,000 residents. Now Treasure Island and Yerba Buena Island are undergoing massive transformation to become an energy-efficient community, including:

- 8,000 residential units, (housing and hotel)
- Approximately 300 acres of recreation and open space
- 20-acre organic farm
- 400-slip marinaNew ferry terminal
- Space for commercial and retail opportunities
- Adaptive use of historic structures

Some sustainable aspects of the project are established in the 465-acre master planned community, which calls for all residents to be situated within a 10-minute walk of all basic goods. In addition, the streets are set at a 68-degree, north-south angle to minimize wind exposure. These and similar features have earned the project's master plan various honors, such as recognition by the Clinton Climate Initiative and The Governor's Economic and Environmental Leadership Award. In addition, the development is slated to achieve a Gold certification under the LEED-ND Neighborhood Development program. The entire development is expected to cost \$6 billion to build, with scheduled completion by 2022; although residents are likely to start moving in by 2013. During our tour of Yerba Buena Island, we were able to get a glimpse of the Bay Bridge East Span construction, which ULI toured last month. An added bonus was being able to view the Blue Angels as they

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executed practice runs over San Francisco Bay in preparation for the upcoming **Fleet Week Air Show**.

Authored by: Pam May, TechScribe Communications, Oakland.

This entry was posted in Project Tour, Sustainability. Bookmark the permalink.



Announcing a Navy Document Available for Review, and Public Meeting

Valmassy, Tommie Jean

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Sullivan, James B CIV OASN (EI&E), BRAC PMO West

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Announcing a Navy Document Available for Review, and Public Meeting

The Department of the Navy, in coordination with state Department of Toxic Substances Control (DTSC) and Regional Water Quality Control Board and federal environmental regulatory agencies, encourages the public to comment on the Proposed Plan/Draft Remedial Action Plan (RAP) for Installation Restoration Site 21, at the former Naval Station Treasure Island in San Francisco, California. Comments may be submitted in writing during the public comment period or may be presented verbally or in writing at the public meeting.

The Navy invites the public to review and comment on the Proposed Plan/Draft RAP during the 30-day public comment period from October 14 through November 14, 2011. Written public comments must be postmarked or e-mailed no later than November 14, 2011. Please send comments to Mr. James B. Sullivan, Navy BRAC PMO West, 1455 Frazee Road, Suite 900, San Diego, California 92108-4310, james.b.sullivan2@navy.mil, (619) 532-0966, or Ms. Remedios Sunga, DTSC Project Manager, 700 Heinz Avenue, Suite 200, Berkeley, California 94710, rsunga@dtsc.ca.gov, (510) 540-3840.

Everyone on the Navy's hard copy mailing list received a copy of the PP/Draft RAP in the mail. It can also be found in the information repositories and on the Navy's website at the following link:

http://www.bracpmo.navy.mil/base_docs/treasure_island/documents/enviro_docs/II_Site21_ProposedPlan_October2011.pdf
http://www.bracpmo.navy.mil/base_docs/treasure_island/documents/public_notices/II_Site21_PP_PublicNotice_October2011.pdf

The Navy will host a public meeting to present the Proposed Plan/Draft RAP and to accept verbal and written comments. The Navy will conduct a formal presentation at 6:30 p.m. This presentation will be followed by a Navy open house until 8:30 p.m., when you can view information displays at your own pace and speak one-on-one with representatives of the Navy and the regulatory agencies.

Date: Wednesday, November 2, 2011

Time: 6:30 p.m. to 8:30 p.m.

Location: Casa de la Vista

191 Avenue of the Palms, Building 271

Treasure Island, San Francisco, California 94130

Contact James B. Sullivan if you have any questions.

Tommie Jean Valmassy | Communications Manager

Direct: 510.302.6232 | Main: 510.302.6300 | Fax: 510.433.0830

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**NOTICE OF AVAILABILITY OF PROPOSED
PLAN/DRAFT REMEDIAL ACTION PLAN AND
PUBLIC COMMENT PERIOD FOR SITE 21**



**FORMER NAVAL STATION TREASURE ISLAND
SAN FRANCISCO, CALIFORNIA**

The Department of the Navy, in coordination with state (Department of Toxic Substances Control [DTSC] and Regional Water Quality Control Board) and federal environmental regulatory agencies, encourages the public to comment on the Proposed Plan/Draft Remedial Action Plan (RAP) for Installation Restoration Site 21, at the former Naval Station Treasure Island in San Francisco, California. Comments may be submitted in writing during the public comment period or may be presented verbally or in writing at the public meeting.

Site 21 is located along the southeastern shoreline of the former Naval Station Treasure Island. The Proposed Plan/Draft RAP presents a summary of investigations as well as the preferred remedial alternative to address the volatile organic compounds (VOC) in the groundwater resulting from the operation of a solvent parts washing station. The Navy's preferred remedial alternative is to prevent future residential users from exposure to VOCs in groundwater by implementing institutional controls at the site.

PUBLIC COMMENT PERIOD

The Navy invites interested members of the public to review and comment on the Proposed Plan/Draft RAP during the 30-day public comment period from October 14 through November 14, 2011. Public comments must be submitted in writing and postmarked or e-mailed no later than November 14, 2011. Please send comments to Mr. James B. Sullivan, BRAC PMO West, 1455 Frazee Road, Suite 900, San Diego, California 92108-4310, james.b.sullivan2@navy.mil, (619) 532-0966.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to the California Environmental Quality Act (CEQA), DTSC, as the state lead agency, has prepared a Notice of Exemption having determined that the proposed project for the approval of the Proposed Plan/Draft RAP for Site 21, where Institutional Controls are proposed, has no potential for a significant impact on the environment. The draft Notice of Exemption is also available for review during the public comment period at the locations listed below. Please send comments related to CEQA to Ms. Remedios Sunga, DTSC Project Manager, 700 Heinz Avenue, Suite 200, Berkeley, California 94710, rsunga@dtsc.ca.gov, (510) 540-3840.

PUBLIC MEETING

The Navy will host a public meeting to present the Proposed Plan/Draft RAP and will accept verbal and written comments at the meeting. The Navy will conduct a formal presentation at 6:30 p.m. This presentation will be followed by an open house until 8:30 p.m., when you can view information displays at your own pace and speak one-on-one with representatives of the Navy and the regulatory agencies.

Date: Wednesday, November 2, 2011
Time: 6:30 p.m. to 8:30 p.m.

Location: Casa de la Vista
191 Avenue of the Palms, Building 271
Treasure Island, San Francisco, California

FOR MORE INFORMATION

The Proposed Plan/Draft RAP is available on the Navy Base Realignment and Closure Program Management Office website, www.bracpmo.navy.mil. The Proposed Plan/Draft RAP and other site documents, including the Focused Feasibility Study and Remedial Investigation Report, are available for review at:

San Francisco Public Library
Government Publications Section
100 Larkin Street
San Francisco, California 94102
(415) 557-4400

Navy BRAC Caretaker Support Office
1 Avenue of the Palms, Suite 161
Treasure Island
San Francisco, California 94130-1806
(415) 743-4279

DTSC File Room
700 Heinz Avenue
Berkeley, California 94710
(510) 540-3800
(Call for an appointment)

All documents are also available on DTSC'S Envirostor webpage: www.envirostor.dtsc.ca.gov/public. Enter "San Francisco" for the City, click "Get Report," then click "Report" next to "Naval Station Treasure Island/Site 21".

TDD users can obtain additional information about the Naval Station Treasure Island by using the California State Relay Service (1-888-877-5378) to reach Radhika Majhail at (916) 255-6681.



PROPOSED PLAN/DRAFT REMEDIAL ACTION PLAN FORMER NAVAL STATION TREASURE ISLAND Installation Restoration Program Site 21

San Francisco, California

October 2011

THE DEPARTMENT OF THE NAVY ANNOUNCES PROPOSED PLAN/ DRAFT REMEDIAL ACTION PLAN

INTRODUCTION

The Department of the Navy (The Navy) presents this **Proposed Plan/Draft Remedial Action Plan (RAP)** for remediation of **Installation Restoration (IR) Site 21**, at the former Naval Station Treasure Island (NAVSTA TI) (Figure 1). Under the IR Program, the Navy conducted environmental investigations at Site 21, a parcel of property that formerly included a vessel waste oil recovery area. The Navy coordinated its investigations and is presenting this plan in cooperation with the California Environmental Protection Agency (Cal/EPA) Department of Toxic Substances Control (DTSC), the Cal/EPA Regional Water Quality Control Board (Water Board), the U.S. Environmental Protection Agency (EPA) and the Treasure Island Development Authority (TIDA).

The Department of the Navy (The Navy) is responsible for planning and implementing clean-up actions to remediate contamination that may have resulted from historical operations at former NAVSTA TI. This Proposed Plan/Draft RAP provides information on the environmental investigations conducted at the site prior to the treatability study and the remedial alternatives (the options for cleaning up the site) that were evaluated. This document identifies the Navy's preferred remedial alternative. The preferred remedial alternative is to implement **institutional controls (IC)**, which is the most cost-effective alternative that will provide adequate protection of human health and the environment. ICs will allow redevelopment of the site in a manner consistent with the approved local reuse plan so long as appropriate ICs are implemented that are protective of residential receptors. ICs will also prohibit groundwater use, except for dewatering purposes during construction activities.

This Proposed Plan/Draft RAP meets the requirements of the **Comprehensive Environmental Response, Compensation and Liability Act (CERCLA)**, the **National Oil and Hazardous Substances Pollution Contingency Plan (NCP)** and the California Health and Safety Code (HSC), chapter 6.8 (Figure 2).

INVITATION TO COMMENT

Public participation is a critical part of the CERCLA process. The Navy invites you to participate by submitting written or verbal comments on the Proposed Plan/Draft RAP for Site 21. This Proposed Plan/Draft RAP is being issued pursuant to CERCLA, the NCP, and the HSC to ensure that the public has an opportunity to provide comments, in fulfillment of public participation requirements.

This Proposed Plan/Draft RAP highlights information from the 2009 final **Focused Feasibility Study (FFS)** report for Site 21. This report is available to the public at the San Francisco Public Library information repository, and at the Treasure Island Building 1 information repository (See page 9 for information.)

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Note: Specialized or technical terms are highlighted in bold the first time they appear and are defined in the glossary on page 10.

— NOTICE —

Public Comment Period
October 14 to November 14, 2011

Public Meeting
November 2, 2011

Casa de la Vista, Building 271
Treasure Island

SITE BACKGROUND

Treasure Island was constructed from San Francisco Bay fill in the 1930s for use during the World Exposition in 1939. Navy operations at the island began in 1941, primarily for training, administration, housing, and other support services to the U.S. Pacific Fleet. In 1993, the Defense Base Realignment and Closure (BRAC) Commission recommended closure of NAVSTA TI; the facility was subsequently closed on September 30, 1997.

Site 21 is located along the southeastern shoreline of NAVSTA TI, (see Figure 1). Site 21 operated between 1946 and 1995 in various capacities. Historically, the principal operation at Site 21 was the unloading of waste oil from ships and the transfer of the waste to an onshore oil-water separator at Site 21. Several buildings are located or partially located at Site 21, including Buildings 3, 112, 12A, and 12B. Historically, Building 3 housed maintenance facilities, port and emergency services, applied vocational schools, chemical storage facilities, and an office space annex. Building 112 was a former storage and office building, 12A was a former Harbor Master's office, and 12B was a tool shed and storage building.

The northeastern half of the site is an open parking area adjacent to Building 3. The southeastern half of the site is fenced and currently is occupied by the Treasure Island Sailing Center, which operates a nonprofit sailing outreach program for adults and children throughout the Bay Area. NAVSTA TI is currently in the process of being transferred to the City and County of San Francisco.

NATURE AND EXTENT OF CONTAMINATION

The Navy began investigating Site 21 in 1988. The initial site inspection concluded that areas where waste oil recovery operations occurred between Building 3 and the bay warranted further investigation because of the potential for contamination of soil and groundwater. Investigations conducted at the site include the following:

- 1988 - Preliminary assessment/site inspection
- 1992 - Remedial investigation (phases I and II)
- 1994 - Inactive fuel line investigation
- 1995 - Tidal mixing study and aquifer testing
- 1997 - Environmental baseline study
- 2001 to 2002 - Ambient metals study, base-wide groundwater monitoring, former dip tank investigation

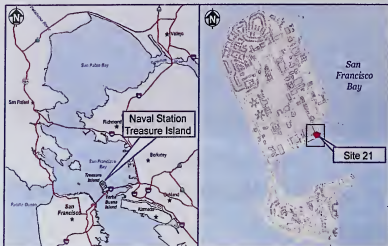


Figure 1. Location of Former Naval Station Treasure Island and Site 21



Figure 2. Current Phase in CERCLA and California HSC Process

- 2005 to present - Treatability Study
- 2007 - Remedial investigation
- 2009 - Focused Feasibility Study

Environmental data collected between 1994 and 2002 was used to assess the extent of impacts to the soil and groundwater and to evaluate potential risks to human health and the environment. The evaluation of all the environmental data collected (pre-treatability study data)

at Site 21 is presented in the 2007 **remedial investigation (RI)** report. The results of the RI concluded that **volatile organic compounds (VOC)** in the groundwater are the **chemicals of concern (COC)** at Site 21 (see text box below). This VOC contamination apparently resulted from the operation of a solvent parts washing station located in the southwest corner of Building 3.

WHAT ARE THE CHEMICALS OF CONCERN AT SITE 21?

The Navy, in coordination with DTSC, Water Board and EPA, has identified VOCs as the contaminants that pose potential risk to human health at Site 21.

VOCs: Volatile organic compounds are organic chemical compounds that have a high vapor pressure and low water solubility; VOCs can significantly vaporize under normal atmospheric conditions. VOCs are often a component of petroleum fuels, hydraulic fluids, paint thinners, and dry cleaning chemicals.

Health effects vary greatly from exposure to VOCs from those that are highly toxic, to those with no known health effect. As with other pollutants, the extent and nature of the health effect will depend on many factors including the amount or concentration of the chemical and the length of time an individual is exposed. Adverse health effects from VOC exposure include eye, nose, and throat irritation; headaches, loss of coordination, and nausea; and damage to the liver, kidneys, and central nervous system. Some organic compounds can cause cancer in animals, and some are suspected or known to cause cancer in humans.

Source: U.S. Environmental Protection Agency
<http://www.epa.gov/iaq/voc.html#Health%20Effects>

Groundwater samples were collected at Site 21 as part of the phase II remedial investigation, the additional remedial investigation, the inactive fuel line investigation, and base-wide groundwater monitoring.

Nearly all VOCs reported in the groundwater samples collected at Site 21 were chlorinated solvents and their degradation products. The highest concentrations of VOCs in the shallow groundwater zone (the A Zone) were reported in samples collected near the suspected source area south of Building 3 at depths ranging from 7 to 10 feet below ground surface. In addition, VOCs were reported in samples collected downgradient from the suspected source area. This VOC groundwater plume extended to the tidal mixing zone that begins approximately 75 feet inland from San Francisco Bay.

An EPA screening model, "**BIOCHLOR**," was used to simulate the migration of VOCs in groundwater at Site 21. BIOCHLOR results suggested that the lateral extent of the VOC groundwater plume was neither increasing nor decreasing, indicating that the VOC groundwater plume was stable. Fate and transport modeling of VOCs using BIOCHLOR indicated the VOC groundwater plume at Site 21 reached steady-state conditions by 2002 and would remain at steady-state conditions for the duration of a 100-year simulation.

SUMMARY OF SITE RISKS

As part of the remedial investigation, a quantitative baseline **human health risk assessment (HHRA)** was completed to assess the potential adverse human health effects from exposure to chemicals at the site. The HHRA for Site 21 is summarized in Table 1.

Table 1. Cancer Risks and Noncancer Hazards from Groundwater

Receptor	Exposure Point / Exposure Pathway	Chemicals ^a	Chemical-Specific Cancer Risk ^b	Chemical-Specific Noncancer Hazard ^c
Current Commercial/Industrial Worker	Building 3 Annex / Inhalation (groundwater vapor intrusion)	PCE	1.8×10^{-6}	<1
Current Commercial/Industrial Worker	Building 111 / Inhalation (groundwater vapor intrusion)	PCE	3.2×10^{-6}	<1
		TCE	1.6×10^{-6}	
		VC	1.6×10^{-6}	
Future Commercial/Industrial Worker	Hypothetical building over plume / Inhalation (groundwater vapor intrusion)	PCE	4.6×10^{-6}	<1
		TCE	2.3×10^{-6}	
		VC	2.4×10^{-6}	
Future Construction Worker	Construction trench / Dermal (groundwater accumulation in construction trench)	PCE	7.4×10^{-6}	<1
Hypothetical Future Resident	Hypothetical building over plume / Inhalation (groundwater vapor intrusion)	PCE	1.4×10^{-4}	<1
		TCE	6.8×10^{-5}	<1
		VC	1.0×10^{-4}	23

^a Chemicals are defined in the glossary.

^b Risk from cancer is expressed as a probability such as 1 in 1,000,000 (also expressed as 1×10^{-6}). This means that one person in a population of 1,000,000 is more likely to develop cancer over his or her lifetime.

^c Noncancer risk is expressed as a hazard index. A hazard index value of 1 or less is considered protective of human health.

Risks to ecological receptors, including birds and animals likely to be found at the site, were evaluated in the *Final Screening-Level Ecological Risk Assessment for Sites 6, 12, 21, 24, 30, 31, 32 and 33*, March 2007.

Human Health Risk Assessment

The HHRA considered the existing and planned future use of Site 21, which involves the following potential receptors: current and future commercial or industrial workers, and future construction workers. Commercial, industrial, and construction workers are a conservative and quantifiable surrogate receptor used in the HHRA evaluation and RAO development. The HHRA also considered alternate site uses, including recreational and hypothetical residential uses. In 2007, the Navy made a risk management decision for Site 21 that, for nonresidential receptors, COCs would be identified as those chemicals that present an excess lifetime cancer risk greater than 1×10^{-5} or chemical-specific incremental hazard index greater than 1. This risk level is within the risk management range of 10^{-4} to 10^{-6} established by the EPA as a guideline for risk management decisions. That is, information from the risk assessment along with other information, such as economic or legal concerns, is used to reach decisions regarding the need for and practicability of site cleanup actions. This risk management decision is appropriate for Site 21 based on current and future site conditions.

Estimated excess cancer risk for commercial/industrial workers and future construction workers was below the risk management level. Estimated excess cancer risk for a future recreational user also does not pose an unacceptable risk because future recreational users are assumed to occupy Site 21 for less time than commercial/industrial workers. Estimated excess cancer risk for a hypothetical future residential user poses an unacceptable risk.

Noncancer hazards (the likelihoods of illness or injury other than cancer) were also evaluated for commercial/industrial workers and future construction workers. The noncancer hazards did not exceed the level that EPA considers safe. The noncancer hazards for a hypothetical future residential user exceed the level EPA considers safe.

Ecological Risk Assessment

A Tier 1 screening-level ecological risk assessment (SLERA) evaluated the potential for terrestrial receptors to be exposed to soil at IR Sites 6, 12, 21, 24, 30, 31, 32, and 33 at NAVSTA TI. The SLERA did not identify any ecological resources at Treasure Island that need to be protected. Based on the overall poor quality of the habitat on Treasure Island, the Navy does not recommend further evaluation of ecological risk for these sites. Potential impacts to marine receptors in San Francisco Bay were evaluated for chemicals detected in groundwater at the site as part of the Site 21 RI, in 2007. This evaluation determined that the groundwater did not pose a potential risk to the marine receptors.

TREATABILITY STUDY

The Navy conducted a treatability study between August 2005 and February 2006 to identify the best way to clean up the VOCs at Site 21. The treatability study evaluated biological treatment as a method of cleanup. The biological treatment involves injecting microscopic organisms and substrates, such as lactate, into the area of groundwater contamination. The organisms degrade the VOCs into non-toxic byproducts. Based on the success of the initial treatability study, the treatability study was expanded in late 2008 to further evaluate the biological treatment technology. That treatability study is complete; however, additional groundwater and soil gas samples are being collected to evaluate how much contamination remains at the site.

REMEDIAL ACTION OBJECTIVES

Although groundwater conditions at Site 21 do not pose an unacceptable risk for current and anticipated future receptors, the ongoing treatability study at the site caused fluctuations in VOC concentrations as degradation of VOCs was occurring. Therefore, the Navy developed remedial action objectives (RAO) and remedial goals for VOCs in groundwater to ensure that post-treatability study groundwater concentrations are protective of current and future commercial or industrial workers, and future construction workers. The RAOs are also protective of recreational users because future recreational users are assumed to occupy Site 21 for less time than commercial/industrial workers. Additionally, the Navy developed risk-based groundwater concentrations for COCs which would be protective of human health if Site 21 would be used as a residential area instead of a commercial and recreational area.

These concentrations were derived for the purposes of evaluating the cost of remediation that would allow for unrestricted use.

Remedial action objectives are developed to identify and screen remedial action alternatives that protect human health and the environment and are consistent with reasonably anticipated land use.

Based on the potential for receptors to be exposed to VOC-contaminated groundwater and/or VOC inhalation via vapor intrusion, the following RAOs were developed for Site 21:

- Prevent exposure of future commercial/industrial workers through inhalation of VOCs in groundwater that migrate through the subsurface to indoor air (vapor intrusion) from groundwater that contains VOCs at concentrations above remedial goals.
- Prevent exposure of future construction workers through dermal contact with and inhalation of VOCs in groundwater that contains VOCs at concentrations above remedial goals in a construction trench.

Remedial goals for groundwater at Site 21 (Table 2) were selected by chemical, based on a comparison of the concentration calculated in the risk assessment that would correspond to a cancer risk of 10^{-5} or a noncancer hazard index of 1.

Table 2. Risk-Based Groundwater Concentrations and Remedial Goals

COC ¹	Remedial Goal ² (µg/L)	Residential Risk-Based Concentration ³ (µg/L)
VC	165	2
Cis-1,2-DCE	712	630
PCE	86	5
TCE	56	11.5
Trans-1,2-DCE	1,420	170

1. Chemicals of Concern.

2. Protective of future commercial/industrial users

3. Protective of any future users

SUMMARY OF REMEDIAL ALTERNATIVES

The FSS identified three alternative actions that can prevent or minimize human exposure to contaminants at levels that may result in a future health concern.

- Alternative 1: No action
- Alternative 2: Institutional controls
- Alternative 3: Active remediation using enhanced anaerobic in situ bioremediation

Alternative 2 is identified in this proposed plan as the preferred alternative. Each of the alternatives and their estimated costs are described in Table 3.

Table 3. Remedial Alternatives for Groundwater at Site 21

Remedial Alternative	Cost*	Components of Remedial Alternative
1: No Action	\$0	No actions or costs; this alternative is required by CERCLA as a baseline for comparison with other alternatives. Under this alternative, no further remediation would be performed.
2: Institutional Controls	\$567,000	Establish restrictions on the land use at Site 21 in the form of deed restrictions and land use covenants. Restrictions would prevent exposure to VOCs by prohibiting future residential reuse, unless appropriate engineering controls are implemented, and prohibiting groundwater extraction (dewatering exempted).
3: Enhanced Anaerobic In Situ Bioremediation (ISB)	\$2,323,000	The enhanced ISB treatment system would consist of 71 injection point wells and would be installed within the VOC plume to anaerobically biodegrade PCE and TCE in groundwater at Site 21. Two rounds of groundwater treatment would be anticipated for remediation of the VOC plume. Approximately 7,700 pounds of substrate would be applied to the aquifer during two rounds of ISB. Alternative 3 is included to meet the Department of Defense requirement of evaluating an alternative that would result in unrestricted (hypothetical future residential) use of the site.

* Cost estimates were derived in the FFS for comparative analysis of the alternatives.

EVALUATION OF ALTERNATIVES

The remedial action alternatives evaluated represent a range of distinct environmental restoration strategies that fulfill the RAOs associated with VOC contamination in groundwater at Site 21. The alternatives were evaluated against the nine EPA criteria listed in Figure 3.

These criteria are used to evaluate the cleanup alternatives proposed for this site. The first seven criteria are discussed in the following comparison of alternatives. The last two criteria will be addressed through public comment and regulatory agency review periods. The final decision on the remedy for Site 21 will then be made by the Navy after receiving and evaluating the public input.

1. OVERALL PROTECTION OF HUMAN HEALTH AND THE ENVIRONMENT

All alternatives protect human health and the environment under the current use of Site 21. However, only Alternatives 2 and 3 are protective of human health under future and hypothetical future land-use scenarios.

2. COMPLIANCE WITH APPLICABLE OR RELEVANT AND APPROPRIATE REQUIREMENTS

Applicable or Relevant and Appropriate Requirements (ARAR) are federal or more stringent State environmental standards, requirements, criteria, or limitations that need to be attained by final remedial actions. There are no ARARs applicable to Alternative 1. Alternatives 2 and 3 would meet the project ARARs.

3. LONG-TERM EFFECTIVENESS AND PERMANENCE

Any residual risks remaining after implementation of Alternative 1 would be the same as current conditions. Alternative 2 would provide an adequate level of long-term effectiveness and permanence through ICs. Alternative 3 would provide the highest level of long-term effectiveness and permanence through remediation for unrestricted use.

4. REDUCTION OF TOXICITY, MOBILITY, AND VOLUME

Alternatives 1 and 2 would not reduce toxicity, mobility, or volume of contamination at Site 21. Alternative 3 would provide the highest level of reduction in toxicity, mobility, and volume of VOCs through treatment.

5. SHORT-TERM EFFECTIVENESS

Alternatives 1 and 2 will not pose a risk to the community or the environment in the short term, since no active treatment will be conducted. Since Alternative 3 has some construction, it has the least short-term effectiveness.

Threshold Criteria

- 1 Overall Protection of Human Health and the Environment
How the risks are eliminated, reduced, or controlled through treatment, engineering, or institutional controls.
- 2 Compliance with Applicable or Relevant and Appropriate Requirements (ARARs)
Federal and state environmental statutes met or grounds for waiver provided.



Primary Balancing Criteria

- 3 Long-term Effectiveness
Maintain reliable protection of human health and the environment over time, once cleanup goals are met.
- 4 Reduction of Toxicity, Mobility, or Volume (TMV) through Treatment
Ability of a remedy to reduce the toxicity, mobility, and volume of the hazardous contaminants present at the site.
- 5 Short-term Effectiveness
Protection of human health and the environment during construction and implementation period.
- 6 Implementability
Technical and administrative feasibility of a remedy, including the availability of materials and services needed to carry it out.
- 7 Cost
Estimated capital, operation, and maintenance costs of each alternative.



Modifying Criteria

- 8 State Acceptance
State concurs with, opposes, or has no comment on the preferred alternative.
- 9 Community Acceptance
Community concerns addressed; community preferences considered.



Figure 3. EPA Comparison Criteria

6. IMPLEMENTABILITY

All of the alternatives are technically feasible and are implementable. However, Alternative 3 would be the most difficult to implement because it would require the most infrastructure and time to complete remediation.

7. COST

Alternative 2 is more cost effective than Alternative 3 because acceptable protection of human health and the environment can be achieved at a lower cost.

8. REGULATORY ACCEPTANCE

Regulatory acceptance of the Navy's preferred alternative will be addressed through meetings, responses to comments, and approval on the Proposed Plan/Draft RAP, and Record of Decision (ROD)/Final RAP.

9. COMMUNITY ACCEPTANCE

Community acceptance of the preferred alternative will be evaluated after the public comment period and will be described in the ROD/Final RAP for Site 21.

SUMMARY OF THE PREFERRED ALTERNATIVE

The Navy's preferred alternative is Alternative 2, institutional controls. Alternative 2 would prevent exposure to VOCs in groundwater at Site 21 in both the short term and long term, and would allow Site 21 to be redeveloped and used in a manner consistent with the approved local reuse plan, subject to enforcement of appropriate controls for protection of future commercial/industrial workers and/or residential receptors. Alternative 2 would provide the most cost-effective remedial alternative that is protective of human health (see Table 4). Alternative 1 was rejected because it would not be protective of potential human receptors at the site. Alternative 3 was rejected because the higher costs associated with groundwater remediation are not warranted since the VOC plume is not migrating, does not pose a threat to ecological receptors, and does not pose an unacceptable risk to human receptors under the anticipated reuse. Alternative 3 was also rejected because this alternative would require approximately 6 years to complete. Alternative 2 would require approximately 1 year for implementation, followed by long-term site monitoring.

The preferred remedial alternative requires the Navy to implement institutional controls, in the form of a land use covenant (LUC). Future landowners may be permitted to develop Site 21 to residential uses by implementing engineering controls, and performing operation and maintenance on those controls, to the extent necessary, to prevent exposure of future residents from inhalation of VOCs in groundwater through vapor intrusion to indoor air. Prior to residential redevelopment, a vapor intrusion mitigation work plan will be prepared by future landowners for approval by the regulatory agencies, that includes further details of the engineering controls and measures to protect future residents onsite. Alternatively, if in the future contaminant concentrations are shown to have been successfully reduced to the point where land-use controls are not needed, a future land owner may remove or modify the LUC with approval of the DTSC.

During preparation of the FFS report and this proposed plan, the Navy conducted a groundwater treatment treatability study using the Alternative 3 technology. The Navy is currently collecting and analyzing post-treatability study groundwater samples to determine if the groundwater treatment technology successfully reduced groundwater contaminant concentrations at Site 21.

Table 4: Comparative Analysis of Alternatives

Remedial Alternative	Overall Protection of Human Health and Environment	Compliance with ARARs	Long-Term Effectiveness/ Permanence	Reduction of Toxicity, Mobility, or Volume through Treatment	Short-Term Effectiveness	Implement-ability	Cost* (\$M)
1: No Action	○	NA	○	○	○	●	\$0
2: Institutional Controls (Preferred Alternative)	●	●	●	○	●	●	\$567,000
3: Active Remediation Using Enhanced Anaerobic In Situ Bioremediation	●	●	●	●	◐	◐	\$2,323,000

Notes:

○ = Low ◐ = Medium ● = High

* = Cost evaluation is based on net present value (NPV). A lower cost receives a high rating because it is more cost effective.

The State of California and community acceptance is to be evaluated after public comment period.

NA = There are no ARARs applicable to Alternative 1.

MULTI-AGENCY PARTICIPATION

The BRAC Cleanup Team (BCT) is composed of the Navy, DTSC, Water Board, and EPA. The primary goals of the BCT are to:

- Protect human health and the environment
- Coordinate environmental investigations
- Expedite the environmental cleanup at NAVSTA TI

The BCT reviewed all major documents and activities associated with Site 21 including the Focused Feasibility Study. Based on these reviews and discussions on key documents, the BCT supports the Navy's recommendation for the preferred alternative at Site 21.

REGULATORY SUMMARY

California Health and Safety Code

This document meets applicable requirements of the HSC section 25356.1 for hazardous substance release sites. The HSC requires preparation of a RAP for sites that are not listed on the **National Priorities List**, such as NAVSTA TI. Therefore, this document also serves as a Draft RAP in order to fulfill the public notice and comment requirements of the HSC. The Final RAP is the HSC equivalent of the ROD for this site.

California Environmental Quality Act (CEQA)

DTSC has prepared a Notice of Exemption having determined that the proposed project for Institutional Controls has no potential for a significant impact on the environment. In the event that an active VOC treatment system is needed for residential use, a new CEQA evaluation of the impacts from the treatment system will be undertaken by DTSC at that time. The draft Notice of Exemption is available for review and comment during the public comment period.

Nonbinding Allocation of Responsibility

HSC section 25356.1(e) requires DTSC to prepare a preliminary nonbinding allocation of responsibility among all identifiable potentially responsible parties. HSC section 25356.3(a) allows potentially responsible parties with an aggregate allocation in excess of 50 percent to convene an arbitration proceeding by submitting to binding arbitration before an arbitration panel. Based on available information regarding the former Naval Station Treasure Island, DTSC determines that the Navy is a responsible party with aggregate alleged liability in excess of 50 percent of the costs of removal and remedial action pursuant to HSC section 25356.3. The Navy may convene arbitration if it so chooses.

COMMUNITY PARTICIPATION

Community involvement is essential to selecting remedial alternatives.

PUBLIC COMMENT PERIOD

The 30-day public comment period for the Proposed Plan/Draft RAP is October 14 through November 14, 2011.

Submit Comments

There are two ways to provide comments during this period:

- Offer oral comments during the public meeting
- Provide written comments by mail or e-mail (no later than November 14, 2011)



Public Meeting

The public meeting will be held on November 2, 2011 at Casa de la Vista, Building 271, Treasure Island, California, from 6:30 pm to 8:30 pm. The public can discuss the Proposed Plan/Draft RAP with representatives from the Navy and DTSC.

Or you can send comments to:

James Sullivan BRAC Environmental Coordinator
Department of the Navy
BRAC Program Management Office West
1455 Frazee Road, Suite 900
San Diego, CA 92108-4310
Phone (619) 532-0966
james.b.sullivan2@navy.mil



Input will be collected after the alternatives are presented to the public, and a final decision will be made after regulatory agency and community input on the Proposed Plan/Draft RAP has been reviewed. The Navy/DTSC will then issue a ROD/Final RAP, formally selecting the final remedy.

THE NEXT STEP

After the comment period has ended, the Navy and DTSC will consider the comments received on this Proposed Plan/Draft RAP before making a final decision for Site 21. The final decision will be documented in a ROD/Final RAP, which will include the responses to all comments received on this Proposed Plan/Draft RAP. A public notice will be placed in the *San Francisco Chronicle* announcing when the Site 21 ROD/Final RAP will become available to the public in the information repositories listed below.

INFORMATION REPOSITORIES

Two information repositories and the administrative record provide public access to technical reports and other IR Program information that support this Proposed Plan/Draft RAP.

San Francisco Public Library

Government Publications Section
100 Larkin Street
San Francisco, California 94102
(415) 557-4400

Administrative Record File

ATTN: Diane Silva, Command Records Manager
NAVFAC Southwest
1220 Pacific Highway
Code EV33, NSDB Building 3519
San Diego, California 92132
(619) 556-1280
diane.silva@navy.mil

Navy BRAC Caretaker Support Office

1 Avenue of the Palms, Suite 161
Treasure Island
San Francisco, California 94130
(415) 743-4729

Administrative hours are 8 a.m. to 5 p.m. Monday through Friday. Documents may not be removed from the facility; however, they may be photocopied. Please contact Ms. Silva to make an appointment.

Site 21 documents are available in the information repositories and in the administrative record locations listed above. Other information such as meeting minutes and fact sheets related to Site 21 can be found on the Navy's website at www.bracpmo.navy.mil. Select "Prior BRAC," then "Former Naval Station Treasure Island."

OPPORTUNITIES FOR COMMUNITY INVOLVEMENT

Public Meeting

November 2, 2011 / 6:30 to 8:30 p.m.

Location: Casa de la Vista, Building 271, Treasure Island

You are invited to this community meeting to discuss the information presented in this Proposed Plan/Draft RAP for Site 21. Navy representatives will provide information on the environmental investigations conducted for Site 21. You will have an opportunity to ask questions and formally comment on the Navy's preferred remedial alternative for Site 21 as presented in this Proposed Plan/Draft RAP.

Public Comment Period

October 14 through November 14, 2011

We encourage you to comment on this Proposed Plan/Draft RAP during the 30-day public comment period. You may provide comments on the Proposed Plan/Draft RAP orally at the public meeting or submit your comments in writing at or after the public meeting. You may mail or email written comments on this Proposed Plan/Draft RAP to the Navy contact person provided on page 11, postmarked no later than November 14, 2011. The Navy and DTSC will consider all public comments received during this comment period, or in person at the public meeting mentioned above, before making a final decision for Site 21.

GLOSSARY OF TECHNICAL TERMS

Applicable or Relevant and Appropriate Requirements (ARAR) – Federal or more stringent State environmental standards, requirements, criteria, or limitations that need to be attained by final remedial actions for a CERCLA site.

BIOCHLOR – An EPA screening model that simulates remediation by natural attenuation of dissolved solvents at chlorinated solvent release sites. <http://www.epa.gov/ada/csms/models/biochlor.html>

Chemical of Concern – Chemical identified as posing a potential risk during a site-specific human-health or ecological risk assessment.

Cis-1,2 DCE – Dichloroethene isomer.

Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) – A Federal law that sets up a program to identify hazardous waste sites and establishes procedures for cleaning up those sites to protect human health and the environment.

Focused Feasibility Study – A study that identifies and evaluates potential cleanup methods based on their effectiveness, availability, cost, and other factors.

Groundwater – Water below the ground surface in rock or sediment.

Hazard Index – A calculated value used to represent a potential noncancer health effect. A hazard index value of 1 or less is considered protective of human health.

Human Health Risk Assessment (HHRA) – An analysis of the potential negative human health effects caused by exposure to hazardous substances released from a site.

Installation Restoration (IR) Program – The program initiated by the Department of Defense, in compliance with CERCLA (see above), to identify, investigate, assess, characterize, clean up, or control past releases of hazardous substances.

Institutional Controls – Non-engineered mechanisms established to limit human exposure to contaminated waste, soil, or groundwater. These mechanisms may include deed restrictions, covenants, easements, laws, and regulations.

National Oil and Hazardous Substances Pollution Contingency Plan – Federal regulations that implement CERCLA.

National Priorities List (NPL) – The federal list of Superfund sites nationwide. NPL sites are those considered high priority for cleanup under the federal Superfund program. NAVSTA TI is not on the NPL.

PCE – Perchloroethylene.

Proposed Plan – A document that reviews the cleanup alternatives, summarizes the Navy's recommended or preferred cleanup actions, explains the reasons for recommending them, and solicits comments from the community. Under California law, a Draft Remedial Action Plan is equivalent to the Proposed Plan.

Receptor – Any organism (human, animal, or plant) that may be exposed to site contaminants.

Record of Decision (ROD) – A public document that specifies the final cleanup alternative for a site, based on information from the remedial investigation and feasibility study, and on public comments and concerns. Under federal law (CERCLA), the decision document is called a ROD. Under California law, a Final Remedial Action Plan is equivalent to the ROD.

Remedial Action Objective (RAO) – A description of remedial goals for each medium of concern at a site (for example, soil or groundwater), expressed in terms of the contaminants of concern, target cleanup levels, exposure pathways and receptors, and/or maximum acceptable exposure levels based on cumulative risks and hazards.

Remedial Action Plan (RAP) – A plan prepared for public review and comment that outlines a specific program leading to the remediation of a contaminated site. The RAP is required under California Health and Safety Code Section 25356.1 for sites that are not listed on the NPL.

Remedial Investigation – An investigation to identify the nature and extent of potential contaminants at a site and assess human health and environmental risks and hazards that the chemicals may cause.

Risk – Likelihood or probability that a hazardous substance released to the environment will cause adverse effects on exposed human or other biological receptors. Risk calculations incorporate very conservative assumptions. Adverse health effects can be classified as carcinogenic (cancer-causing) or noncarcinogenic. Risk from cancer is expressed as a probability such as 1 in 1,000,000 (also expressed as 1×10^{-6}). This means that one person in a population of 1,000,000 is expected to develop cancer over his or her lifetime. Noncancer risk is expressed as a hazard index, as defined above.

Risk management range – The risk management range, established by EPA, is a guideline for making risk management decisions. The range is considered to represent an excess lifetime cancer risk between 1 in 10,000 and 1 in 1,000,000 (1×10^{-4} and 1×10^{-6}).

Screening-level ecological risk assessment (SLERA) – An assessment of ecological risk based on published screening criteria.

TCE – Trichloroethylene.

Trans-1,2 DCE – Dichloroethene isomer.

Unacceptable Risk – A quantification of potential harm to humans, animals, or plants from exposure to contaminants at elevated levels. An unacceptable risk means there is a threat to human health or the environment and that a remedial action must be taken. An excess lifetime cancer risk above 1 in 10,000 (1×10^{-4}) is considered unacceptable and a risk between 1 in 10,000 and 1 in 1,000,000 (1×10^{-4} and 1×10^{-6}) may be unacceptable depending on site specific factors.

VC – Vinyl chloride.

VOC – Volatile Organic Compound.

PROJECT CONTACTS

For more information on the environmental program at NAVSTA TI, the Proposed Plan/Draft RAP or the Notice of exemption, please contact the following:

Navy Contact

James Sullivan BRAC Environmental Coordinator
Department of the Navy
BRAC Program Management Office West
1455 Frazee Road, Suite 900
San Diego, CA 92108-4310
(619) 532-0966
james.b.sullivan2@navy.mil

DTSC Contact

Ms. Remedios Sunga
700 Heinz Avenue, Suite 200
Berkeley, CA 94710-2721
(510) 540-3840
rsunga@dtsc.ca.gov

Water Board Contact

Ms. Myriam Zech
1515 Clay Street, Suite 1400
Oakland, CA 94612
(510) 622-2756
MZech@waterboards.ca.gov

EPA Contact

Ms. Melinda Garvey
75 Hawthorne St. SFD-8-1
San Francisco, CA 94105-3901
(415) 947-4184
garvey.melinda@epa.gov

Attn: Mr. James Sullivan
Navy BRAC Program Management Office West
410 Palm Avenue
Building 1, Room 161
Treasure Island, San Francisco, CA 94130-1806

**Proposed Plan/ Draft Remedial Action Plan
for Installation Restoration Site 21
Former Naval Station Treasure Island,
San Francisco, California**





FORMER NAVAL STATION TREASURE ISLAND

Installation Restoration Site 21

PUBLIC MEETING

November 2 , 2011

6:30 – 8:30 p.m.

Casa de la Vista, Building 271

Treasure Island

San Francisco, CA

Proposed Plan/ Draft RAP Comment Form

The public comment period for the Proposed Plan/Draft RAP for Installation Restoration Site 21 at Former Naval Station Treasure Island, San Francisco, California, is from **October 14 through November 14, 2011**. You may provide oral comments at the public meeting listed above, where all comments will be recorded by a court reporter. Alternatively, you may provide written comments in the space provided below or on your own stationery. All written comments must be postmarked no later than **November 14, 2011**. After you complete your comments and your contact information, please mail this form to the address provided on the reverse side. You may also submit this form to a Navy representative at the public meeting. Comments are also being accepted by e-mail; please address e-mail messages to james.b.sullivan2@navy.mil. Comments are also being accepted by fax: (619) 532-0983.

Name: _____

Representing: _____
(optional)

Phone Number: _____
(optional)

Address: _____
(optional)

Please check the appropriate box if you would like to be added to or removed from the Navy's Environmental Mailing List for Treasure Island: ☐ Add me ☐ Remove me

Comments:

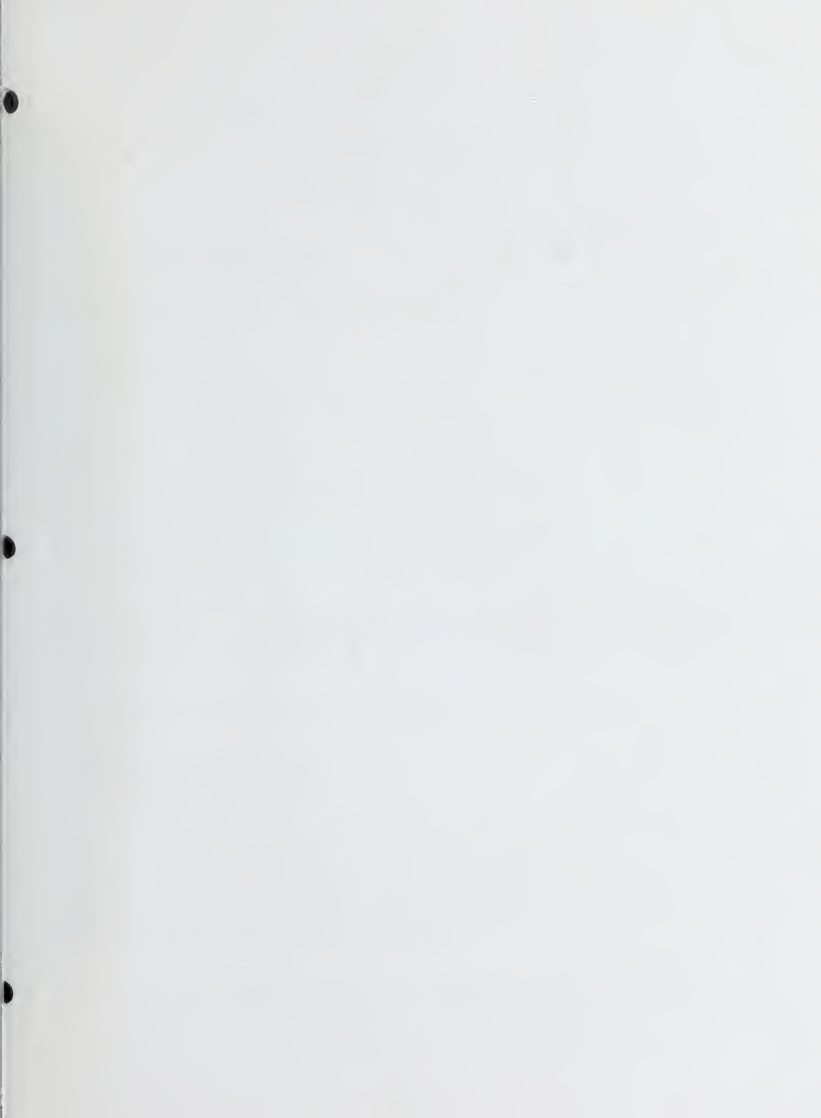
[illegible]

Postage

Mr. James Sullivan
Navy BRAC Program Management Office West
1455 Frazee Road, Suite 900
San Diego, CA 92108-43101

Fold here and Seal





AGENDA ITEM 6 (b)
Treasure Island Development Authority
City and County of San Francisco
Meeting of November 16, 2011

Subject: Resolution Approving the Treasure Island and Yerba Buena Island Parking Rules, Regulations and Prohibitions

Contact Mirian Saez, Director of Island Operations
Phone (415) 274-0660

BACKGROUND

In November of 2008, the Board of Supervisors amended the Transportation Code to add Section 7.2.43(a)(20) which allows Treasure Island Development Authority (TIDA) to prohibit parking on public property located on Treasure Island and Yerba Buena Island where TIDA has posted legally required signage of parking rules, regulations and prohibitions. Questions have arisen as to what constitutes public property and whether TIDA has the ability to remove vehicles. To clarify TIDA's authority to remove vehicles through the San Francisco Police Department (SFPD) and the San Francisco Municipal Transportation Authority (MTA) on Treasure Island and Yerba Buena Island, TIDA shall (1) adopt Parking Rules, Regulations and Prohibitions ("The Rules"); and (2) recommend legislative amendments to the San Francisco Transportation Code by adding a new to Section 7.2.53 and amending Section 8.1.

The parking lots on Treasure Island are public property. TIDA's proposed Rules (Exhibit A) declare that no vehicle may be parked overnight between the hours of 9:00 p.m. and 5:00 a.m., except for vehicles displaying a valid TIDA decal or vehicles authorized under a valid TIDA permit. Signs shall be erected to provide the public with adequate notice.

The following parking lots are covered by these Rules, Regulations and Prohibitions:

Building One - 1 Avenue of the Palms
Building 180 - 200 California Avenue
Building Two- 300 California Avenue
Building Three- 600 California Avenue
Building 157 - 51 California Avenue - The Chapel
Building 271 - 191 Avenue of the Palms - Casa de la Vista
Building 265 - 265 Avenue B - The Library
Building 227 - 291 Avenue of the Palms - Pavilion by the Bay
Building 449 - 150 4th Street - The Eucalyptus Lot
Building 453 - 401 Avenue of the Palms - Star Barracks
Building 452 - 601 Avenue of the Palms - Star Barracks

To clarify that TIDA has the ability to remove vehicles through the SFPD and the SFMTA in violation of the parking Rules, TIDA recommends amendments to the San Francisco

Transportation Code by adding Section 7.2.53 that will prohibit parking overnight between the hours of 9:00 p.m. and 5:00 a.m. on any public street, highway, or public right of way on Treasure Island or Yerba Buena Island. In addition, TIDA recommends amending Transportation Code 8.1 to clarify that any vehicle in violation of Transportation Code Section 7.2.43 or 7.2.53 are subject to citation and tow.

These amendments will not affect residential parking.

The parking Rules were presented to the residents at the October 19, 2011 Community Meeting and to the Island Property Managers at the October 27, 2011 Housing Partners meeting. Both residents and Property Managers agreed that the Rules will enhance public safety, prevent illegal parking and eliminate abandoned vehicles throughout the Island.

Once approved by the TIDA Board, the propose legislation will be submitted to the Board of Supervisors for approval.

RECOMMENDATION:

Project Staff recommends TIDA's approval of the Parking Rules, Regulations and Prohibitions and these legislative amendments to the San Francisco Transportation Code.

EXHIBITS

Exhibit A	Treasure Island Parking Rules, Regulations and Prohibitions
Exhibit B	Map
Exhibit C	TIDA Parking Lot Resolution
Exhibit D	Transportation Code Amendment Resolution
Exhibit E	Board of Supervisors Parking Prohibitions and Authority to Remove Vehicles Legislation

Prepared by: Marianne Mazzucco Thompson,
For: Mirian Saez, Director of Island Operations



EXHIBIT A

TREASURE ISLAND DEVELOPMENT AUTHORITY

PARKING RULES, RESTRICTIONS AND PROHIBITIONS

GOVERNING PARKING LOTS AND ANY STREET, HIGHWAY, OR OTHER PUBLIC RIGHT OF WAY

November 16, 2011

Administrative Statement

The San Francisco Transportation Code prohibits parking on public property on Treasure Island or Yerba Buena Island where Treasure Island Development Authority ("TIDA") has posted legally required signage of parking restrictions and prohibitions. San Francisco Transportation Code (Code) Section 7.2.43(a)(20). Questions have arisen as to what constitutes public property and whether TIDA has the ability to enforce said Code. These Rules, Restrictions, and Prohibitions ("The Rules") clarify the authority of the San Francisco Police Department ("SFPD") and the San Francisco Municipal Transportation Authority ("MTA") to remove vehicles parked illegally on Treasure Island and Yerba Buena Island.

In an effort to protect property, enhance public safety, prevent illegal parking and eliminate abandoned vehicles, the TIDA Board adopted the following Parking, Rules, Restrictions and Prohibitions:

TIDA'S PARKING RULES, RULES, RETRICTIONS AND PROHIBITION FOR PARKING LOTS

TIDA's parking lots, depicted in Exhibit B hereto, are public property within the meaning of the Code. The Code prohibits parking on public property on Treasure Island or Yerba Buena Island in violation of any parking rules adopted by TIDA.

The Rules prohibit parking in parking lots between the hours of 9:00 p.m. and 5:00 a.m., except for vehicles displaying a valid TIDA decal, or vehicles authorized under a valid TIDA permit. TIDA shall erect signs to provide the public with adequate notice of the Rules.

The parking lots associated with the following buildings are covered by the Rules:

Building One - 1 Avenue of the Palms
Building 180 - 200 California Avenue
Building Two- 300 California Avenue
Building Three- 600 California Avenue
Building 157 - 51 California Avenue - The Chapel
Building 271 - 191 Avenue of the Palms - Casa de la Vista
Building 265 - 265 Avenue B - The Library
Building 227 - 291 Avenue of the Palms – The Pavilion by the Bay
Building 449 - 150 4th Street - The Eucalyptus Lot
Building 453 - 401 Avenue of the Palms – The Star Barracks
Building 452 - 601 Avenue of the Palms – The Star Barracks

**TIDA RULES, REGULATIONS AND PROHIBITIONS GOVERNING
PARKING ON ANY STREET, HIGHWAY, OR OTHER PUBLIC RIGHT
OF WAY ON TREASURE OR YERBA BUENA ISLAND**

The Code contains specific parking provision that clearly covers the streets and highways on Treasure Island and Yerba Buena Island. The Code prohibits parking overnight between the hours of 9:00 p.m. and 5:00 a.m. on any street, highway or other public right of way on Treasure Island or Yerba Buena Island. In addition, the Code clarifies SFPD's authority to remove vehicles in violation of the Rules. TIDA will erect signs to provide the public with adequate notice of the parking restriction.

EXHIBIT B





RESOLUTION NO.

[Parking Regulations for Parking Lots]

Resolution authorizing the Director of Island Operations to prohibit overnight parking between the hours of 9:00 p.m. and 5:00 a.m. in the parking lots, except for authorized vehicles.

WHEREAS, Naval Station Treasure Island is a military base located on Treasure Island and Yerba Buena Island (together, the "Base"), which is currently owned by the United States of America ("the Federal Government"); and,

WHEREAS, Treasure Island was selected for closure and disposition by the Base Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its subsequent amendments; and,

WHEREAS, On May 2, 1997, the Board of Supervisors passed Resolution No. 380-97, authorizing the Mayor's Treasure Island Project Office to establish a nonprofit public benefit corporation known as the Treasure Island Development Authority (the "Authority") to act as a single entity focused on the planning, redevelopment, reconstruction, rehabilitation, reuse and conversion of the Base for the public interest, convenience, welfare and common benefit of the inhabitants of the City and County of San Francisco; and,

WHEREAS, Under the Treasure Island Conversion Act of 1997 (the "Act"), which amended Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968, the California Legislature (i) designated the Authority as a redevelopment agency under California redevelopment law with authority over the Base upon approval of the City's Board of Supervisors, and (ii) with respect to those portions of the Base which are subject to the Tidelands Trust, vested in the Authority the authority to administer the public trust for commerce, navigation and fisheries as to such property; and,

1 **WHEREAS**, The Board of Supervisors approved the designation of the Authority as a
2 redevelopment agency for Treasure Island in 1997; and,

3 **WHEREAS**, In November of 2008 the Board of Supervisors amended the San
4 Francisco Transportation Code Section 7.2.43(a)(20) to prohibit parking on public property
5 that is located on Treasure Island or Yerba Buena Island where the Authority has posted
6 legally required signage of parking restrictions and prohibitions;

7 **WHEREAS**, in an effort to protect public property on Treasure Island and Yerba Buena
8 Island, enhance public safety, prevent illegal parking and eliminate abandoned vehicles,
9 Authority seeks to prohibit overnight parking on the parking lots as attached hereto and
10 incorporated by reference (Exhibit A); now, therefore be it

11 **RESOLVED**, There shall be no overnight parking between the hours of 9:00 p.m. and
12 5:00 a.m. on the parking lots (Exhibit A), except for vehicles displaying a valid TIDA parking
13 decal or vehicles authorized under a valid Authority permit; and, be it

14 **RESOLVED**, That the Authority hereby authorizes the Director of Island Operations to
15 execute the Parking Rules, Restriction and Prohibitions effective thirty (30) days from its
16 adoption; and, be it

17 **FURTHER RESOLVED**, That the Board of Directors hereby authorizes the Director of
18 Island Operations or her designee to enter into any additions, amendments or other
19 modifications to the Agreement that the Director of Island Operations or her designee
20 determines in consultation with the City Attorney are in the best interests of the Authority, that
21 do not materially increase the obligations or liabilities of the Authority, that do not materially
22 reduce the rights of the Authority, and are necessary or advisable to complete the preparation
23 and approval of the Agreement, such determination to be conclusively evidenced by the
24
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1 execution and delivery by the Director of Island Operations or her designee of the documents
2 and any amendments thereto.
3

4 **CERTIFICATE OF SECRETARY**
5

6 I hereby certify that I am the duly elected and acting Secretary of the Treasure
7 Island Development Authority, a California nonprofit public benefit corporation, and
8 that the above Resolution was duly adopted and approved by the Board of Directors
9 of the Authority at a properly noticed meeting on November 16, 2011.
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11 Larry Mazzola, Jr., Secretary
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RESOLUTION NO.

[San Francisco Transportation Code]

Resolution recommending proposed amendments to the San Francisco Transportation Code.

WHEREAS, Naval Station Treasure Island is a military base located on Treasure Island and Yerba Buena Island (together, the "Base"), which is currently owned by the United States of America ("the Federal Government"); and,

WHEREAS, Treasure Island was selected for closure and disposition by the Base Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its subsequent amendments; and,

WHEREAS, On May 2, 1997, the Board of Supervisors passed Resolution No. 380-97, authorizing the Mayor's Treasure Island Project Office to establish a nonprofit public benefit corporation known as the Treasure Island Development Authority (the "Authority") to act as a single entity focused on the planning, redevelopment, reconstruction, rehabilitation, reuse and conversion of the Base for the public interest, convenience, welfare and common benefit of the inhabitants of the City and County of San Francisco; and,

WHEREAS, Under the Treasure Island Conversion Act of 1997 (the "Act"), which amended Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968, the California Legislature (i) designated the Authority as a redevelopment agency under California redevelopment law with authority over the Base upon approval of the City's Board of Supervisors, and (ii) with respect to those portions of the Base which are subject to the Tidelands Trust, vested in the Authority the authority to administer the public trust for commerce, navigation and fisheries as to such property; and,

1 **WHEREAS**, The Board of Supervisors approved the designation of the Authority as a
2 redevelopment agency for Treasure Island in 1997; and,

3 **WHEREAS**, In November of 2008 the Board of Supervisors amended the San
4 Francisco Transportation Code Section 7.2.43(a)(20) to prohibit parking on public property
5 that is located on Treasure Island or Yerba Buena Island where the Authority has posted
6 legally required signage of parking restrictions and prohibitions; and

7 **WHEREAS**, in an effort to protect public property on Treasure Island and Yerba Buena
8 Island, enhance public safety, prevent illegal parking and eliminate abandoned vehicles,
9 Authority seeks to amend the San Francisco Transportation Code ("Transportation Code") to
10 authorize the removal of vehicles parked on public property in violation of Authority's parking
11 restrictions and prohibitions; and

12 **WHEREAS**, Authority proposes to amend the Transportation Code to prohibit
13 overnight parking between the hours of 9:00 p.m. and 5:00 a.m. on any street, highway or
14 other public right of way on Treasure Island or Yerba Buena Island; and

15 **WHEREAS**, Authority proposes to amend the Transportation Code to authorize
16 removal of any vehicle parked on any street, highway or other public right of way on Treasure
17 Island and Yerba Buena Island; and

18 **RESOLVED**, Authority recommends that the Board of Supervisors amend the San
19 Francisco Transportation Code to prohibit overnight parking between the hours of 9:00 p.m.
20 and 5:00 a.m. on any street, highway, or other public right of way located on Treasure Island
21 and Yerba Buena Island; and to authorize the removal of any vehicle parked in violation of
22 Authority's parking restrictions and prohibitions.
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1
2 CERTIFICATE OF SECRETARY
3

4 I hereby certify that I am the duly elected and acting Secretary of the Treasure
5 Island Development Authority, a California nonprofit public benefit corporation, and
6 that the above Resolution was duly adopted and approved by the Board of Directors
7 of the Authority at a properly noticed meeting on November 16, 2011.
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9 Larry Mazzola, Jr., Secretary
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[Parking Prohibitions and Authority to Remove Vehicles]

Ordinance adding a new Section 7.2.53 of the San Francisco Transportation Code to prohibit parking on a public right of way on Treasure Island or Yerba Buena Island between the hours of 9:00 p.m. and 5:00 a.m. and amending Section 8.1 of the San Francisco Transportation Code to authorize removal of vehicles from Treasure Island and Yerba Buena Island parked between the hours of 9:00 p.m. and 5:00 a.m. in violation of San Francisco Transportation Code Section 7.2.53 or parked in violation of parking rules, restrictions, or prohibitions adopted by the Treasure Island Development Authority in accordance with San Francisco Transportation Code Section 7.2.43(20).

NOTE: Additions are single-underline italics Times New Roman;
deletions are ~~strike-through italics Times New Roman~~.
Board amendment additions are double-underlined;
Board amendment deletions are ~~striketrough-normal~~.

Be it ordained by the People of the City and County of San Francisco:

Section 1. The San Francisco Transportation Code is hereby amended by adding a new Section 7.2.53, to read as follows:

SEC. 7.2.53. PARKING ON TREASURE ISLAND AND YERBA BUENA ISLAND.

To Park a vehicle for any period of time between the hours of 9:00. p.m. and 5:00 a.m. on any street, highway, or public right of way on Treasure Island or Yerba Buena Island.

Section 2. The San Francisco Transportation Code is hereby amended by amending Section 8.1, to read as follows:

SEC. 8.1 CIRCUMSTANCES PERMITTING REMOVAL

(a) When any legally required signage is posted giving notice, any Police Officer or Parking Control Officer is authorized, in accordance with all applicable requirements of this Code and the Vehicle Code, to remove or cause to have removed any vehicle that is:

- 1 (1) Parked in violation of Vehicle Code Section 22500, 22651 or 22652; (70, 70b) or
- 2 (2) Parked, disabled or abandoned in a manner as to obstruct the normal movement of
- 3 pedestrian or vehicular traffic, or in a condition to create a hazard to other traffic in violation of
- 4 Vehicle Code Sections 22651(b) or 22654(c); (70, 70(b), 71b, 159) or
- 5 (3) Not a motorcycle and is Parked in an area designated as motorcycle parking only;
- 6 (27, 219) or
- 7 (4) Interfering with the use of any Street for purposes other than the normal flow of
- 8 traffic in violation of signs posted at least 24 hours before such use is scheduled to begin, in
- 9 accordance with Vehicle Code § 22654(d) or 22651(m); (193, 193.4) or
- 10 (5) Parked at a Stand when such vehicle is not within the class of vehicles authorized
- 11 to use such Stand, or is Parked at a Stand outside of the hours that such vehicle is authorized
- 12 to use a Stand; (33.5A) or
- 13 (6) Parked in such a manner that it blocks any entrance to any residence or blocks
- 14 access to electric vehicle charging bays; (32.21, 32.21A, 32.22) or
- 15 (7) Parked in violation of any restriction or prohibition in Division II for which Division II
- 16 authorizes removal of vehicles in accordance with Vehicle Code Section 22651(n); (32.4.1,
- 17 32.4.3, 27) or
- 18 (8) Parked in violation of a Parking restriction or prohibition posted at a curb painted
- 19 white, yellow, green or red; (33.3, 38.B, 38.C) or
- 20 (9) Parked on a Street for 72 or more consecutive hours (3 days), except that no
- 21 vehicle may be removed pursuant to this Section except in compliance with all procedural
- 22 requirements of this Code; (37(a), 159, 159.10) or
- 23 (10) Parked in any Municipal Parking Facility in any manner which violates this Code,
- 24 or which is left in a Municipal Parking Facility for more than 24 hours after the expiration of the
- 25 period for which the parking fee was paid for that vehicle; (32.14, 32.19) or

1 (11) A bicycle left unattended in any manner that obstructs a sidewalk, street, alley,
2 transit access or other public place. (219.2)

3 (12) Parked in a Parking Space designated by the Municipal Transportation Agency's
4 Board of Directors for the exclusive use of car share vehicles which have been issued a Car
5 Share Vehicle Parking Permit.

6 (13) Parked on Public Property on Treasure Island or Yerba Buena Island in violation of any
7 parking rules, restrictions, or prohibitions adopted by the Treasure Island Development Authority
8 pursuant to Section 7.2.43(20) where the Treasure Island Development Authority has posted legally
9 required signage of such parking rules, restrictions, or prohibitions.

10 (14) Parked for any period of time between the hours of 9:00 p.m. and 5:00 a.m. on any street,
11 highway or other public right of way on Treasure Island or Yerba Buena Island pursuant to Section
12 7.2.53 where the Treasure Island Development Authority has posted legally required signage of such
13 parking rules, restrictions, or prohibitions.

14 (b) Any peace officer or other employee authorized to enforce Port Regulations who
15 finds any vehicle or animal unattended and standing or Parked in violation of Port Regulations
16 may remove the vehicle or cause it to be removed to the nearest garage or such animal to the
17 nearest place of safety. (220)

18 (c) Any peace officer who arrests the operator of a vehicle that is licensed as a
19 charter-party carrier of passengers by the CPUC for operating as a taxicab may impound the
20 vehicle in accordance with California Public Utilities Code §5411.5.

21 APPROVED AS TO FORM:
22 DENNIS J. HERRERA, City Attorney

23 By:

24 Alicia Cabrera
25 Deputy City Attorney

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AGENDA ITEM 7
Treasure Island Development Authority
City and County of San Francisco
Meeting of November 16, 2011

Subject: Authorizing the Director of Island Operations to Enter into Negotiations with the John Stewart Company to Extend the Term and Make Other Appropriate Amendments to the Sublease, Development, Marketing and Property Management Agreement for Rental Housing on Treasure and Yerba Buena Islands (Action Item)

Contact: Mirian Saez, Director of Island Operations

Phone: 415-274-0660

BACKGROUND

On January 28, 1998 the Treasure Island Development Authority ("Authority") and the City and County of San Francisco ("City") authorized the issuance of a Request for Qualifications (RFQ) soliciting interest from and evaluating the qualifications of prospective entities to manage a portion of the former Naval Family Housing units on Treasure and Yerba Buena Islands ("TI/YBI") as market-rate rental housing. A selection committee evaluated the responses and recommended selection of the John Stewart Company ("JSCo") as the qualified respondent with whom to negotiate a Sublease, Development, Marketing and Property Management Agreement (the "Original Sublease Agreement") for the market rate rental housing on TI/YBI. The Original Sublease Agreement was approved by the Authority Board of Directors ("Authority Board") at its January 20, 1999 meeting and the Board of Supervisors at its February 22, 1999 meeting, and executed effective March 17, 1999. The Original Sublease Agreement assigned JSCo responsibility for rehabilitating, marketing, leasing and maintaining these TI/YBI housing units.

The Authority Board and the Board of Supervisors have approved five amendments to the Original Sublease Agreement: the First Amendment dated August 15, 2000 amended the Premises; the Second Amendment dated June 12, 2003 amended the Phase 1 and 2 Premises and amended the Rent Schedule; the Third Amendment dated March 22, 2006 extended the term of the Sublease Agreement on a month-to-month basis not to exceed the effective date of a Disposition and Development Agreement between the Authority and a master developer for Treasure Island and Yerba Buena Island; the Fourth Amendment dated August 8, 2006 increased residential utilities rates; and the Fifth Amendment dated October 14, 2009 deleted requirements regarding earthquake and flood insurance coverage. The Original Sublease Agreement, as amended by the First, Second, Third, Fourth and Fifth Amendments, is referred to as the "Sublease Agreement."

On April 21, 2011, the Authority Board approved the Disposition and Development Agreement ("DDA") between the Authority and Treasure Island Community Development LLC ("TICD"). On June 7, 2011, the Board of Supervisors approved the DDA, which became effective on July 14, 2011. Pursuant to the Third Amendment to Sublease Agreement, the term of the Sublease Agreement between the Authority and JSCo expired on the effective date of the DDA, but the

Authority and JSCo are continuing the Sublease Agreement on a holdover basis. Due to the critical day-to-day services provided to the Authority and market-rate residents of TI/YBI under the Sublease Agreement, Project Office staff requests approval to negotiate a Sixth Amendment to the Sublease Agreement with JSCo to, among other things, extend the term of the Sublease Agreement.

ORIGINAL SUBLEASE AGREEMENT

Upon entering into the Original Sublease Agreement in 1999, JSCo oversaw a \$10.4 million multi-year renovation of 668 units on TI/YBI, which had been unoccupied since the Navy decommissioned TI/YBI in 1997. The project was privately financed by JSCo at an average renovation cost of \$15,700 per unit. This capital investment was repaid over a three-year term, first by applying 90% of net operating income from the leasing program over the initial 18 months of construction and then through regular monthly installments paid from leasing revenue over the second 18 months. With existing experience in construction project management as well as expertise of codes and standards for residential units, JSCo assisted the Authority and pertinent City departments on vital pre-occupancy projects including evaluation and enactment of building code upgrades and energy efficiency improvements within the residential units, seismic evaluations and required retrofitting of all residential buildings, assessment of vegetation and wild land fire safety conditions adjacent to the YBI residential buildings, identification of modifications to sidewalks around the TI/YBI housing areas for accommodating access for the disabled, and projections of residential parking needs.

JSCo's property management, maintenance operations and execution of tenant services has been consistent and effective. JSCo management and maintenance staff performs a variety of daily tasks vital to the integrity of the TI/YBI housing units and the rental-housing program including, but not limited to, response to unit maintenance and repair work orders, performance of scheduled maintenance and repairs, lease compliance monitoring, monthly rent collection activities and management of residential parking areas. JSCo staff responds efficiently to critical repair requests, including on weekends and holidays. JSCo responded to 5,860 tenant work order requests for maintenance and repair in the last two years, closing 85% of these work order requests within the first 48 hours. JSCo maintenance staff performs regular repairs, maintenance and beautification throughout the common areas and open spaces within the TI/YBI housing areas, providing benefit to the entire residential community. Through constant proactive review and assessment, JSCo provides Project Office staff with consistent updates on the condition of TI/YBI residential facilities, advises on potential health and safety concerns when identified, and formulates regular projections of potential future maintenance and repair needs and costs.

In addition to regular property management services, JSCo has provided added value to the Authority, the Treasure Island Homeless Development Initiative (TIHDI) and the United States Navy through specialized projects. JSCo worked closely with TIHDI on the rehabilitation and transfer of 54 housing units from the JSCo portfolio into the TIHDI housing portfolio in 2006-2007 and on the Sharing Agreement between the Authority and TIHDI allowing JSCo market-rate leasing of 112 units from the TIHDI portfolio with TIHDI sharing a portion of the leasing revenue from those units.

JSCo's responsibilities have also included coordination with the Navy on soil remediation and environmental monitoring activities within and adjacent to the Treasure Island housing area. Additionally, JSCo staff is actively engaged with Project Office staff and Office of Economic and Workforce Development (OEWD) staff on elements of the Transition Housing Rules and Regulations governing the eventual transition of residents in connection with development activities under the DDA. Over the years such projects have allowed JSCo to develop a robust institutional knowledge of the complex TI/YBI environment; a knowledge which serves the Authority well when addressing such challenges.

Apart from its leasing activities, JSCo proactively contributes to the quality of life of the on-Island residents through participation in monthly housing providers meetings, Island community meetings and community-serving events. JSCo is also a regular partner in Authority-led collaborative efforts such as emergency response planning, and serves as an invaluable asset to Project Office staff for distribution of vital public information and community notifications to TI/YBI residents.

REVENUE

The Authority has realized approximately \$74 million dollars revenue in combined base rent, percentage rent and special percentage rent from JSCo over the course of this Sublease Agreement and JSCo has exceeded annual Authority housing revenue budget projections for each of the previous four fiscal years.

JSCo averaged an 87.4% occupancy rate for the TI/YBI market rate housing from 2002 to present; included in this calculation are years when units were held off-line for Navy remediation activities, resident transition planning and other special projects. In years when all units were available for leasing, JSCo averaged an occupancy rate of 92%. It is crucial that active leasing and marketing operations maintain their continuity to assure that the Authority maximizes revenue from the active leasing portfolio.

RECOMMENDATION

As the development project under the DDA is implemented, there are important new and on-going elements of the residential housing program that will need to be closely coordinated with the development project, including creation of an implementation plan for the Transition Housing Rules and Regulations for the Villages at Treasure Island and oversight and management of the Transition Housing Rules and Regulations. The potential exists for disruption of these vital programs should a new residential housing manager be selected during this critical timeframe. Selection of a new residential property manager poses the potential for confusion amongst the residents as new lease requirements, protocols and procedures are put into effect and a new property manager becomes educated on various elements of these programs, establishes new relationships with existing Island stakeholders, and learns the nuances of existing housing portfolio and of TI/YBI overall. Maintaining the continuity of the revenue-generating residential leasing program, maintaining the continuity of current residents day-to-day interactions with their residential property manager and assuring an orderly process for residential transition during the commencement of development activities are of utmost importance to the success of both the continued interim reuse and future development of TI/YBI.

Since the execution of the Original Sublease Agreement, JSCo has demonstrated a strong institutional knowledge of a complex environment and exemplary performance of services rendered. Based on its proven technical, financial and operational resources and expertise, JSCo is appropriately situated to manage and respond to both the needs of the TI/YBI market-rate residents as well as to interaction and interconnection with the Authority, TIHDI, the Navy, TICD and various City departments with roles and responsibilities on TI/YBI as required under the Sublease Agreement.

As a result, Project Office staff requests authorization from the Authority Board to enter into negotiations with JSCo for an amendment to the Sublease Agreement to extend the term of the Sublease Agreement and make other appropriate amendments, subject to obtaining Authority Board and Board of Supervisors approval of the negotiated amendment to the Sublease Agreement. In addition to extending the term of the Sublease Agreement, Project Office staff expects amending additional terms including but not limited to form of Rental Agreements, maintenance and repair obligations, insurance requirements, hiring provisions and updating of standard City contract requirements and provisions. Should the Authority Board authorize such negotiations, it is expected that the amendment to the Sublease Agreement would be presented to the Authority Board at its regular January meeting.

Prepared by: Peter Summerville, Leasing Manager
For: Mirian Saez, Director of Island Operations

1 [Sublease, Development, Marketing and Project Management Agreement for Rental Housing
2 on Treasure and Yerba Buena Islands]

3 **Authorizing the Director of Island Operations to Enter into Negotiations with the John**
4 **Stewart Company to Extend the Term and Make Other Appropriate Amendments to the**
5 **Sublease, Development, Marketing and Project Management Agreement for Rental**
6 **Housing on Treasure and Yerba Buena Islands**

7 **WHEREAS**, On May 2, 1997, the Board of Supervisors passed Resolution No. 380-97,
8 authorizing the Mayor's Treasure Island Project Office to establish a nonprofit public benefit
9 corporation known as the Treasure Island Development Authority (the "Authority") to act as a
10 single entity focused on the planning, redevelopment, reconstruction, rehabilitation, reuse and
11 conversion of former Naval Station Treasure Island (the "Base") for the public interest,
12 convenience, welfare and common benefit of the inhabitants of the City and County of San
13 Francisco; and,

14 **WHEREAS**, Under the Treasure Island Conversion Act of 1997, which amended
15 Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter
16 1333 of the Statutes of 1968 (the "Act"), the California legislature (i) authorized the Board of
17 Supervisors to designate the Authority as a redevelopment agency under California
18 Community Redevelopment Law ("CRL") with authority over the Base, and, (ii) with respect to
19 those portions of the Base which are subject to the Tidelands Trust, vested in the Authority
20 the authority to administer the public trust for commerce, navigation and fisheries as to such
21 property; and,

22 **WHEREAS**, The Board of Supervisors designated the Authority as the redevelopment
23 agency for Treasure Island in 1998; and,
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1 **WHEREAS**, The Authority is not exercising any of its redevelopment powers under
2 CRL in connection with the reuse and development of the Base, and no redevelopment
3 project area or redevelopment plan has been adopted for the Base; and,

4 **WHEREAS**, On March 17, 1999, after a competitive solicitation process, the John
5 Stewart Company (the "John Stewart Company") and the Authority entered into a Sublease,
6 Development, Marketing and Property Management Agreement (the "Sublease") for the
7 development, marketing and property management of up to 668 units of former Navy housing
8 at the Base; and,

9 **WHEREAS**, The parties have since entered into the following amendments to the
10 Sublease: a First Amendment dated August 15, 2000, to amend the Premises; a Second
11 Amendment dated June 12, 2003, to amend the Phase 1 and 2 Premises and the Rent
12 Schedule; a Third Amendment dated March 22, 2006, to extend the term of the Sublease on a
13 month-to-month basis not to exceed the effective date of a disposition and development
14 agreement between the Authority and a master developer for Treasure Island and Yerba
15 Buena Island; a Fourth Amendment dated August 8, 2006, to increase residential utilities
16 rates; and a Fifth Amendment dated October 14, 2009, to delete the requirement that
17 Subtenant carry Earthquake and Flood Insurance; and,

18 **WHEREAS**, The John Stewart Company has played a vital role in renovating Treasure
19 and Yerba Buena Island housing units and re-establishing the Islands' residential
20 neighborhoods ahead of commencing market-rate leasing activities; and,

21 **WHEREAS**, The John Stewart Company has developed a strong institutional
22 knowledge of the complex environment at the Base and delivered exemplary services during
23 the term of the Sublease in the areas of leasing, marketing, property management and
24 community engagement; and,

1 **WHEREAS**, The John Stewart Company has contributed added value to the Authority
2 and to Island stakeholders throughout the term of the Sublease by participating in specialized
3 projects including transfer of housing units to the Treasure Island Housing Development
4 Initiative portfolio, emergency response planning and formulation of Transition Housing Rules
5 and Regulations in preparation for development activities; and,

6 **WHEREAS**, Pursuant to the terms of the Third Amendment, the current term of the
7 Sublease expired on July 14, 2011, which was the effective date of the Disposition and
8 Development Agreement between the Authority and Treasure Island Community
9 Development, LLC, but the Authority and the John Stewart Company are continuing the
10 Sublease on a holdover basis; and,

11 **WHEREAS**, Maintaining the continuity of the revenue-generating residential leasing
12 program, maintaining the continuity of current residents' day-to-day interactions with their
13 residential property manager and assuring an orderly process for residential transition during
14 the commencement of development activities are of utmost importance to the success of both
15 the continued interim reuse and future development of the Base; and,

16 **WHEREAS**, In order to (a) maintain the continuity of leasing, management and
17 marketing of Treasure and Yerba Buena Island market rate housing units, (b) avoid the
18 potential challenges associated with selecting and educating a new residential property
19 manager during a transitional period on-Island, and (c) utilize the John Stewart Company's
20 institutional knowledge of Treasure and Yerba Buena Island and the Islands' residential
21 community, Project Office staff recommends that the Authority Board authorize the Director of
22 Island Operations to enter into negotiations with the John Stewart Company for an
23 amendment to the Sublease to extend the term of the Sublease and make other appropriate
24 amendments, including but not limited to, the form of Rental Agreements, maintenance and
25 repair obligations, insurance requirements, hiring provisions and updating of standard City

1 contract requirements, subject to obtaining Authority Board and Board of Supervisors
2 approval of the negotiated amendment to the Sublease; now, therefore, be it

3 **RESOLVED**, That the Board of Directors authorizes the Director of Islands to negotiate
4 with the John Stewart Company to amend the existing Sublease in order to extend the term of
5 the Sublease and make other appropriate amendments to the Sublease, subject to obtaining
6 approval of the negotiated amendment from the Board of Directors and the Board of
7 Supervisors; and, be it

8 **FURTHER RESOLVED**, That the Board of Directors hereby finds that entering
9 into the negotiations with the John Stewart Company will serve the goals of the
10 Authority and the public interests of the Island residents, in light of the significant
11 services that the John Stewart Company currently provides to the Authority and the
12 Treasure Island community.

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16 **CERTIFICATE OF SECRETARY**

17 I hereby certify that I am the duly elected and acting Secretary of the Treasure Island
18 Development Authority, a California nonprofit public benefit corporation, and that the above
19 Resolution was duly adopted and approved by the Board of Directors of the Authority at a
20 properly noticed special meeting on November 16, 2011.

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22 Larry Mazzola Jr., Secretary
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AGENDA ITEM 8
Treasure Island Development Authority
City and County of San Francisco
Meeting of November 16, 2011

Subject: Resolution authorizing a Fourth Amendment to the Memorandum of Agreement with the San Francisco County Transportation Authority for project management services and consultant services for the completion of preliminary engineering and design for the Yerba Buena Island Ramps to defer the loan repayment dates by up to two years and increase the not-to-exceed budget for the portion of the loan that will not be reimbursed by state or federal funds to \$10,287,000. (*Action Item*)

Contact: Michael Tymoff, Project Director, Office of Economic and Workforce Development

BACKGROUND

In its capacity as the Congestion Management Agency for San Francisco, the San Francisco County Transportation Authority (SFCTA) is working jointly with the Treasure Island Development Authority (TIDA) and the Office of Economic and Workforce Development (OEWD) on the development of the I-80/Yerba Buena Island Interchange Improvement Project (I-80/YBI Project). Under the existing Memorandum of Agreement (MOA) executed July 1, 2008, between TIDA and the SFCTA, TIDA has the responsibility to reimburse certain SFCTA costs incurred on the I-80/YBI Project.

In April 2008, the SFCTA approved an initial loan obligation to TIDA from Prop K funds for preparation of a Project Report and Environmental Document that was capped at \$3,000,000. Since then, at the request of TIDA, the SFCTA increased TIDA's not to exceed loan obligation to \$18,830,000, consisting of a \$9,543,000 portion that is anticipated to be reimbursed with state and federal funds, and a \$9,287,000 portion that includes the local match requirement and is not anticipated to be reimbursed with federal or state funds (the "non-federal portion"). The purpose of the increased budget was to continue preliminary engineering and design of the I-80/YBI Project and to fulfill the local match requirement as Federal Highway Bridge Program (HBP) funding became available.

Due to the overall delay in schedule for the development of Naval Station Treasure Island (NSTI) in accordance with the Disposition and Development Agreement between TIDA and Treasure Island Community Development, LLC (TICD), TIDA has requested from the SFCTA a two year deferral of the required repayment dates, including the initial payment date, which is currently the earlier of December 31, 2011 or 30 days after the first close of escrow for transfer of NSTI to TICD, in order to bring this deadline into sync with the overall development project schedule. TIDA also requested that the SFCTA increase the authorized amount for the non-federal portion of the loan by \$1,000,000, to a non-federal loan obligation amount not to exceed \$10,287,000. The total not-to-exceed amount remains unchanged at \$18,830,000.

DISCUSSION

The SFCTA has been designated as the Congestion Management Agency (CMA) for San Francisco under State law. In this capacity, the SFCTA has a wide range of responsibilities that includes preparing the long-range Countywide Transportation Plan, prioritizing state and federal transportation funds designated for San Francisco, and developing and operating a computerized travel demand forecasting model.

TIDA has asked the Authority, in its capacity as the CMA, to lead the effort to prepare and obtain approval for all required technical documentation for the I-80/YBI Project due to its expertise in funding and interacting with the California Department of Transportation (Caltrans) on design aspects of the I-80/YBI Project. The scope of the I-80/YBI Project includes two major components: 1) The YBI Ramps project which includes constructing new westbound on and off ramps (on the east side of YBI) to the new Eastern Span of the SFOBB and 2) Seismic retrofit of the existing YBI Bridge Structures on the west side of the Island -- a critical component of island traffic circulation leading to and from SFOBB.

TIDA currently works jointly with the SFCTA on the development of the I-80/YBI Project. Currently, OEWD, representing TIDA, is working with the SFCTA in managing the work of the AECOM (formerly DMJM Harris) consultant team to secure the approval of an Environmental Impact Report/Environmental Impact Study (EIR/EIS) for the new replacement YBI ramps, and the WMH Corporation consultant team for the seismic strategy retrofit analysis of the YBI Bridge Structures on the west side of the Island.

The MOA established the terms and conditions of TIDA repayments to the SFCTA for costs incurred by the SFCTA on the I-80/YBI Project. TIDA's initial loan obligation of Prop K funds was capped at \$3,000,000. On May 13, 2009, the TIDA Board of Directors approved Amendment #1 to the MOA with the SFCTA to increase the authorized amount of the loan to \$8,800,000 and to amend the AECOM professional services contract for continued preliminary engineering and the start of preliminary design.

On October 14, 2009, the TIDA Board of Directors approved Amendment #2 authorizing execution of Cooperative Agreements with Caltrans (No. 4-2283 & 4-2137) to allow for reimbursement of Caltrans' estimated capital and support costs, as required by the State, by temporarily shifting funds from the AECOM professional services contract line item. The MOA authorized loan amount of \$8,800,000 was not increased at that time.

On June 9, 2010, the TIDA Board of Directors approved Amendment #3 to increase TIDA's non-federal portion loan obligation to \$9,287,000, and TIDA's total loan obligation to \$18,830,000, to complete preliminary engineering and design and to fulfill the local match requirement for HBP funding.

The I-80/YBI Project recently received additional federal HBP funding of approximately \$2,213,000 million for the preliminary and final design phases of the project. SFCTA funds

loaned to TIDA for the non-federal portion will leverage the federal grant award to fulfill the local match requirement and reimburse the SFCTA for administrative costs.

The amendment currently before the TIDA Board of Directors would increase the authorized amount for the non-federal portion of TIDA's loan obligation under the MOA by \$1,000,000, to a non-federal loan obligation amount not to exceed \$10,287,000. The total loan obligation amount under the MOA would remain unchanged at \$18,830,000, and would be used to complete preliminary engineering and design for the I-80/YBI Project. The proposed amendment would also defer the repayment schedule by up to two years, with a new initial repayment date of the earlier of December 31, 2013 or thirty (30) days after the first close of escrow for transfer of NSTI from TIDA to TICD.

RECOMMENDATION

Staff recommends approval of the amendment to the MOA with the SFCTA, which would (i) increase the authorized amount for the non-federal portion of the loan under the MOA by \$1,000,000 for a non-federal loan obligation amount not to exceed \$10,287,000, to complete preliminary engineering and design for the I-80/YBI Project, and (ii) defer the repayment schedule by up to two years.

EXHIBITS

- A. Draft Amendment No. 4 to the Memorandum of Agreement between SFCTA and TIDA

AMENDMENT NO. 4 TO THE
MEMORANDUM OF AGREEMENT
FOR PROJECT MANAGEMENT AND OVERSIGHT, ENGINEERING, AND
ENVIRONMENTAL SERVICES FOR THE YERBA BUENA ISLAND IMPROVEMENTS
PROJECT

This Amendment is made and shall be effective this ___ day of November, 2011, by and between the San Francisco County Transportation Authority ("Authority") and the Treasure Island Development Authority ("TIDA"), referred to collectively as "Parties" or individually as "Party".

RECITALS

A. The Authority and TIDA entered into a Memorandum of Agreement ("Agreement"), effective as of July 1, 2008, in the amount of \$3,000,000 for project management and oversight, engineering, and environmental services for the Yerba Buena Island Ramps project in San Francisco (the "YBI Ramps Project").

B. Pursuant to a Request for Proposal that the Authority issued in March 2008 ("the RFP"), the Authority hired a consultant ("the Consultant") to provide the engineering and environmental services necessary to complete the YBI Ramps Project.

C. The Authority and TIDA amended the Agreement ("Amendment No. 1"), effective as of May 20, 2009, to provide for additional preliminary engineering work by the Consultant; to extend the Authority's Project Management Services to include oversight of that additional Consultant work; and to increase the Agreement amount to \$8,800,000.

D. The Authority and TIDA amended the Agreement ("Amendment No. 2"), effective as of October 28, 2009, to incorporate Cooperative Agreements (No. 4-2283 and 4-2137) between the Authority and the California Department of Transportation ("Caltrans") related to the YBI Ramps Project; to provide for TIDA to reimburse the Authority for Caltrans costs as defined in the Cooperative Agreements, and to provide for the Authority to amend its contract with the Consultant while staying within the \$8,800,000 Agreement amount.

E. The Authority and TIDA further amended the Agreement ("Amendment No. 3"), effective as of June 29, 2010, to complete the Phase 2 design and engineering work through final design and preparation of Plans, Specifications and Estimates ("PS&E") and to add scope for work on the Yerba Buena Island Viaducts ("YBI Viaducts"). Together, the YBI Ramps Project and YBI Viaducts constitute the "I-80/YBI Interchange Improvements Project" or the "Project." The not-to-exceed amount of the Agreement increased from \$8,800,000 to \$18,830,000 consistent with the amended scope of work. The Parties anticipated that approximately \$9,543,000 of this amount will be reimbursed to the Authority from the federal Highway Bridge Program or other state or federal funds, with TIDA being responsible to reimburse the Authority for the remaining \$9,287,000 for costs not covered by state or federal funds and the federal grant local matching funds requirements for the additional work.

F. TIDA now requests and the Authority agrees to amend the Agreement to increase the non-federal portion of the Agreement from \$9,287,000 to \$10,287,000 to fulfill local matching funds requirements on additional federal grants received by the Authority for design and engineering work and to reimburse the Authority for administrative costs, as well as to defer the loan repayment dates by two years. Due to a delay in schedule for receipt of necessary

approvals for the Project, including the Project's Environmental Impact Report, Planning Code Amendments, General Plan Amendments, Development Agreement and Disposition and Development Agreement, the Project is currently behind previously projected schedules. Due to the overall delay in schedule, TIDA is requesting a two year deferral of the required repayment date, to bring this deadline into sync with the overall Project schedule.

G. The Parties therefore wish to amend the terms of the Agreement as permitted by Section 8 of the original Agreement.

AMENDMENTS TO THE AGREEMENT

All terms of the original Agreement, as amended by Amendment No. 1, Amendment No. 2, and Amendment No. 3 shall remain in effect, except amended as follows:

1. Section 1 of the Agreement is struck and replaced in its entirety as follows:

1. Project Management and Administrative Services.

a. **Project Management Services.** The Authority shall provide the project management services for the Project (the "Project Management Services") described in the Project Management Scope of Work attached to this Agreement as Appendix A and the Authority Budget attached to this Agreement as Appendix B, in accordance with the terms and conditions of this Agreement.

b. **Administrative Services.** The Authority shall provide administrative services for the Project ("Administrative Services") in managing this Agreement, including processing and paying Consultant and Caltrans invoices, seeking federal grant reimbursements, and legal counsel services related to the review of Project documents. The Administrative Services budget is described in the Authority Budget attached to this Agreement as Appendix B. The Authority will not seek federal grant reimbursement for the cost of Administrative Services, which costs will be the sole responsibility of TIDA.

2. Section 3 of the Agreement is struck and replaced in its entirety as follows:

3. Coordination. The Authority and TIDA agree to the following with regard to the performance of the Project Management Services, the Administrative Services, the Consultant Services and the Caltrans Services under this Agreement:

a. TIDA's development planning project management staff, via the OEWD, shall participate in the Consultant procurement process under the RFP and shall work in conjunction with the Authority's project management staff as a member of the Project Development Team for the Project.

b. TIDA and the Authority shall work jointly to seek State and federal bond, grant or appropriation funds to pay for all or any portion of the environmental, design and engineering work necessary for the Project.

c. TIDA and the Authority shall establish a timeframe and work with Caltrans, the Metropolitan Transportation Commission, the Bay Area Toll Authority, the California Transportation Commission and other relevant agencies to enable the timing of the design, engineering and construction of the Project to occur in conjunction with the construction of the new eastbound ramp that is part of the ESSSP.

d. The Authority shall conduct all major communications with the Consultant and Caltrans regarding deliverables, task updates or other performance of services.

e. Consultant shall submit task-based invoices directly to the Authority for payment for services rendered. Caltrans shall submit invoices directly to the Authority for payment for services rendered. The Authority shall review the Consultant's and Caltrans' invoices and process payments as appropriate. The Authority shall submit a copy of the paid invoices and supporting documentation to TIDA. The Authority shall provide a quarterly report to TIDA describing services rendered and the costs and expenses incurred by the Authority for the Project Management Services, Administrative Services, Consultant Services and the Caltrans Services (collectively, the "Authority Costs").

f. The Authority shall retain full and final discretion to resolve payment issues relating to the Consultant Services and Caltrans Services; provided, that the costs are consistent with the mutually agreed upon Consultant Scope of Work and Consultant Budget and the Caltrans Scope of Work and Caltrans Budget, as applicable.

g. The Authority shall notify TIDA, through OEWD, of any proposed changes to the Project Management Scope of Work, the Administrative Services Scope of Work, the Consultant Scope of Work, the Caltrans Scope of Work, the Project Management Budget, the Administrative Services Budget, the Consultant Budget and/or the Caltrans Budget within two (2) days of the proposed change being known by the Authority or requested by the Consultant or by Caltrans. TIDA, through OEWD, shall have the right to approve all proposed changes to the Project Management Scope of Work, the Administrative Services Scope of Work, the Consultant Scope of Work (including any proposed termination of the Consultant), the Caltrans Scope of Work, the Project Management Budget, the Administrative Services Budget, the Consultant Budget and/or the Caltrans Budget.

h. The Authority shall provide timely deliverables to TIDA. The Authority shall maintain project records including deliverables, progress reports, correspondence, and a full accounting of the Authority Costs, and shall make such records available to TIDA upon request.

i. The Authority and TIDA shall have regular coordinating meetings, as needed.

3. Section 4 of the Agreement is struck and replaced in its entirety as follows:

4. TIDA Reimbursement Obligation.

a. Interest shall accrue on the outstanding unreimbursed Authority Costs and Local Match (defined below), compounded quarterly, at the City Treasurer's Pooled Investment Fund rate or the Authority's borrowing rate, whichever is applicable, beginning on the date of the Authority's first payment to the Consultant or Caltrans, whichever occurs first, and continuing until the Authority has received full reimbursement under this Section 4 from TIDA and applicable state or federal agencies.

If the Authority has not issued long-term fixed rate debt, the applicable interest rate will be the City Treasurer's Pooled Investment Fund rate, calculated quarterly. If the Authority has issued long-term fixed rate debt, the applicable interest rate will be the greater of a) the "all-in TIC" of the Authority's most recent long-term fixed rate issuance, or b) the most recent City Treasurer's Pooled Investment Fund rate, calculated quarterly. *(The all-in TIC is defined as: The discount rate, assuming semiannual compounding and a 30/360-day calendar, which sets the net present value of all payments of principal and interest equal to the par amount of bonds plus accrued interest plus premium less original issue discount less insurance premium less costs of issuance less other up front expenses discounted to the issue date.)* If at any time the Authority issues long-term fixed rate debt and that increases the applicable interest rate under this subsection, the Authority shall modify the rate to the appropriate interest rate under this subsection and use that new rate going forward. The Authority shall provide written notice to TIDA of any change in the interest rate and the date on which the Authority applied the new rate. Notwithstanding the foregoing, in no event shall the interest rate the Authority applies exceed the maximum rate permitted under California Government Code Section 53531.

b. The Authority and TIDA anticipate that a significant portion of the total Authority Costs will be covered by state and federal funds, including but not limited to federal Highway Bridge Program dollars. If the state or federal government provide funds or approve a grant for the Authority Costs that requires local matching funds, the Authority shall make the initial payments of any required local matching funds ("Local Match"). TIDA shall be responsible to reimburse the Authority for any Local Match plus interest calculated under subsection (a) above in installment payments under subsection (c) below. If state or federal funds do not become available for the Authority Costs, the Authority and TIDA shall work together in an effort to identify other funding sources. If state or federal funds are made available for the Authority Costs, but the applicable state or federal agency disallows the Authority's reimbursement claims on costs related to Authority Costs, the Authority and TIDA shall work together with the applicable state and federal agency in an effort to address and correct any grounds for the disallowance decision.

c. All Authority Costs, Local Match and accrued interest under subsection (a) are referred to in this Agreement as the "Project Costs." TIDA shall reimburse the Authority for all Project Costs less any state or federal government funds actually reimbursed to the Authority for Authority Costs (the "TIDA Reimbursement Obligation"), in four annual installment payments, as follows:

Payment Number	Amount Due	Due Date
First Payment	25% of the then current amount due under the Agreement	The earlier of December 31, 2013 or thirty (30) days after the first close of escrow for transfer of NSTI from TIDA to TICD
Second Payment	33% of the then current amount due under the Agreement	The earlier of December 31, 2014 or 365 days from the date of the First Payment

Third Payment	50% of the then current amount due under the Agreement	The earlier of December 31, 2015 or 365 days from the date of the Second Payment
Fourth Payment	Balance due	The earlier of December 31, 2016 or 365 days from the date of the Third Payment

TIDA shall fully reimburse the Authority for the TIDA Reimbursement Obligation by no later than December 31, 2016. TIDA shall have the right to pay all or any portion of the amounts due under this Agreement at any time.

d. Except as provided herein, in no event shall the principal amount of the TIDA Reimbursement Obligation exceed a "not-to-exceed amount" of Ten Million Two Hundred Eighty Seven Thousand Dollars (\$10,287,000), as outlined in the Total Budget attached to this Agreement as Appendix E, without approval of TIDA's Board of Directors. The not-to-exceed amount does not apply to or limit TIDA's obligations for accrued interest on the Authority Costs or any Local Match. As detailed in Appendix E, it is anticipated that state and federal funds, including federal Highway Bridge Program dollars, will fund approximately \$9,543,000 of the total Project expenses shown on Appendix E and that TIDA will be responsible for the remaining \$10,287,000 as its payment for Authority Costs and the Local Match. However, notwithstanding the not-to-exceed amount set forth above, if state or federal funds do not become available for some or all of the Authority Costs anticipated in Appendix E to be paid by state or federal funds, or if any state or federal agency disallows the Authority's reimbursement claims on some or all of the Authority Costs anticipated in Appendix E to be paid by state or federal funds, then all Authority Costs anticipated to be but not paid by state or federal funds shall be included in the TIDA Reimbursement Obligation and TIDA shall pay those amounts. In this circumstance, the maximum not-to-exceed amount for the principal amount of the TIDA Reimbursement Obligation will increase to Eighteen Million Eight Hundred Thirty Thousand Dollars (\$18,830,000). This increased not-to-exceed amount does not apply to or limit TIDA's obligations for accrued interest on the Authority's Costs or any Local Match. TIDA and the Authority acknowledge that the terms and time period for reimbursement of the TIDA Reimbursement Obligation outlined in Section 4(c) of this Agreement are based on the assumed not-to-exceed TIDA Reimbursement Obligation amount of \$10,287,000. TIDA and the Authority agree that if the not-to-exceed amount for the TIDA Reimbursement Obligation is greater than this amount due to the Authority's inability to recover Authority Costs from the anticipated state and federal funds, it may be appropriate to adjust the time period for repayment of the TIDA Reimbursement Obligation and the parties shall meet and negotiate in good faith to evaluate and as mutually agreeable revise the schedule and deadlines in subsection (c) above. Regardless of any adjustments to the schedule and deadlines for repayment, TIDA shall be responsible for the full amount of the TIDA Reimbursement Obligation.

e. The Authority and TIDA acknowledge that this Agreement memorializes a reimbursement obligation of TIDA to the Authority and shall not be construed as a grant or gift of funds from the Authority to TIDA.

4. Appendix B of the Agreement, Authority Budget, is struck and replaced in its entirety by the Appendix B attached hereto and incorporated by reference as if fully set forth herein.

5. Appendix E of the Agreement, Total Budget, is struck and replaced in its entirety by the Appendix E attached hereto and incorporated by reference as if fully set forth herein.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment on the day first mentioned above.

SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

TREASURE ISLAND DEVELOPMENT
AUTHORITY

Recommended by:

Executed by:

Cynthia Fong
Deputy Director for Finance and Administration

Michael Tymoff
Project Director
Office of Economic and Workforce
Development

Approved by:

Approved as to form:

José Luis Moscovich
Executive Director

Dennis J. Herrera
City Attorney

By:
Deputy City Attorney

Appendices:

Amended Appendix B, dated November ____, 2011

Amended Appendix E, dated November ____, 2011

APPENDIX B
AUTHORITY BUDGET

The San Francisco County Transportation Authority (Authority) will provide project management services and administrative services for the Project. These services include project management oversight consultant services, Authority support staff services, legal services and other administrative services related to the Project. The services will be billed on an actual time and materials basis, and will vary from month-to-month.

The rates for the Project Management Oversight (PMO) services set forth below may be adjusted to reflect the rate determined in any amendment of the PMO contract between the Authority and the PMO consultant.

The rates for Authority services set forth below may be adjusted to reflect annual merit increases for applicable staff members.

Type	Classification	Hourly Billing Rate
PMO Consultant	Principal	\$227.70
PMO Consultant	Technical/Clerical Support	\$90.05
Administrative Services	Deputy Director for Capital Projects	\$188.25
Administrative Services	Deputy Director for Finance and Administration	\$163.69
Administrative Services	Principal Engineer	\$163.69
Administrative Services	Senior Engineer	\$120.14
Administrative Services	Senior Management Analyst	\$104.48
Administrative Services	Senior Accountant	\$90.85
Administrative Services	Accountant	\$64.44
Administrative Services	Administrative Assistant	\$64.44
Administrative Services	Intern	\$54.52
Administrative Services	Legal Services	\$389.00

Appendix E

Total Budget

The budget for the Project and for TIDA's expected portion of the overall budget is as follows:

	Amendment 4		
	Project Budget ⁽¹⁾	Federal HBP Grant 88.53%, if applicable	TIDA ⁽²⁾ 11.47%, if applicable
Phase 1: PA/ED			
Project Management Costs	\$ 313,021.21	0.00	313,021.21
Consultant Contract	2,500,000.00	0.00	2,500,000.00
Contingency	186,978.79	0.00	186,978.79
Total Phase 1: PA/ED	3,000,000.00	0.00	3,000,000.00
Phase 2: Preliminary Engineering			
Consultant Contract	4,235,000.00	0.00	4,235,000.00
Contingency	100,000.00	0.00	100,000.00
Total Phase 2: Preliminary Engineering	4,335,000.00	0.00	4,335,000.00
Caltrans Cooperative Agreement (No. 4-2283)	715,600.00	0.00	715,600.00
Caltrans Cooperative Agreement (No. 4-2137)	750,000.00	663,975.00	86,025.00
Total Caltrans Cooperative Agreements	1,465,600.00	663,975.00	801,625.00
Phase 2: Design			
SFCTA Administrative Fee	150,000.00	0.00	150,000.00
Project Management Costs	280,000.00	247,884.00	32,116.00
Consultant Contract	9,950,000.00	8,144,760.00	1,805,240.00
Contingency	649,400.00	486,381.00	163,019.00
Total Phase 2: Design	11,029,400.00	8,879,025.00	2,150,375.00
Total Project Cost	\$19,830,000.00	9,543,000.00	10,287,000.00

Note:

⁽¹⁾ Notwithstanding the total project budget amount, TIDA's maximum principal amount of its reimbursement obligation shall not increase in excess of \$18,830,000.

⁽²⁾ TIDA amount excludes interest costs as described in Section 4 of this Agreement, which are borrowing obligations over and above the project costs.

[Fourth Amendment to Agreement with the San Francisco County Transportation Authority for Project Management Services and Consultant Services for the Yerba Buena Island Ramps.]

Resolution authorizing a Fourth Amendment to the Memorandum of Agreement with the San Francisco County Transportation Authority for project management services and consultant services for the completion of preliminary engineering and design for the Yerba Buena Island Ramps to defer the loan repayment dates by up to two years and increase the not to exceed budget for the portion of the loan that will not be reimbursed by state or federal funds to \$10,287,000.

WHEREAS, Naval Station Treasure Island is a military base located on Treasure Island and Yerba Buena Island (together, the "Base"), which is currently owned by the United States of America ("the Federal Government"); and,

WHEREAS, Treasure Island was selected for closure and disposition by the Base Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its subsequent amendments; and,

WHEREAS, In 1995, the General Services Administration and the Bureau of Land Management determined that Yerba Buena Island was surplus to the Federal Government's needs and could be transferred to the administrative jurisdiction of the Department of Defense under the Base Closure and Realignment Act of 1990 and disposed of together with Treasure Island; and,

WHEREAS, On May 2, 1997, the Board of Supervisors passed Resolution No. 380-97, authorizing the Mayor's Treasure Island Project Office to establish a nonprofit public benefit corporation known as the Treasure Island Development Authority ("TIDA") to act as a single entity focused on the planning, redevelopment, reconstruction, rehabilitation, reuse and

1 conversion of the Base for the public interest, convenience, welfare and common benefit of
2 the inhabitants of the City and County of San Francisco; and,

3 WHEREAS, Under the Treasure Island Conversion Act of 1997, which amended
4 Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter
5 1333 of the Statutes of 1968 (the "Act"), the California Legislature (i) authorized the Board of
6 Supervisors to designate TIDA as a redevelopment agency under California Community
7 Redevelopment Law (Sections 33000 et seq. of the Health and Safety Code) ("CRL") with
8 authority over the Base, and (ii) with respect to those portions of the Base which are subject to
9 Tidelands Trust, vested in TIDA the authority to administer the public trust for commerce,
10 navigation and fisheries as to such property; and,

11 WHEREAS, The Board of Supervisors approved the designation of TIDA as a
12 redevelopment agency for Treasure Island in 1998; and,

13 WHEREAS, TIDA is not exercising any of its redevelopment powers under CRL in
14 connection with the reuse and development of the Base, and no redevelopment project area
15 or redevelopment plan has been adopted for the Base; and,

16 WHEREAS, The United States Navy currently owns the on- and off-ramp connections
17 to Yerba Buena Island from Interstate 80, the San Francisco-Oakland Bay Bridge, and,
18 because Federal law prohibits the Navy from "improving" surplus property, the Navy cannot
19 repair or replace the ramps as part of the transfer of the Base property to TIDA; and,

20 WHEREAS, Current State designs for the new Eastern Span of the Bay Bridge
21 ("Eastern Span") include construction of one new ramp connecting the Bay Bridge to Yerba
22 Buena Island and reuse of three other existing ramps that do not meet current State design
23 and safety standards; and,

1 WHEREAS, In October 2007, the Governor signed Senate Bill 163, which: (i) requires
2 Caltrans to work in cooperation with TIDA and the San Francisco County Transportation
3 Authority ("SFCTA") on the design and engineering of replacement ramps connecting Yerba
4 Buena Island to the Bay Bridge and to ensure that the design of the ramps is compatible with
5 the design of the new Eastern Span; (ii) authorizes Caltrans, upon the transfer of the ramp
6 connections from the Federal Government to TIDA, to accept from TIDA title, easements, and
7 other interests in land necessary for the State to own and operate one or more of the ramps;
8 (iii) makes transfer of a ramp from TIDA to the State contingent upon completion of work on
9 the ramp in accordance with specified standards; and (iv) requires (1) a Project Study Report
10 ("PSR") on the reconstruction of the Yerba Buena Island ramps to be finalized by December
11 31, 2008, (2) the SFCTA to be the lead agency for the development of the PSR, and (3) the
12 SFCTA to work in coordination with TIDA, the Office of Economic and Workforce
13 Development ("OEWD"), and the Bay Area Toll Authority; and,

14 WHEREAS, The PSR for the Yerba Buena Island ramps, which was prepared by the
15 SFCTA in coordination with TIDA, OEWD and Caltrans, was approved and signed by Caltrans
16 District 04 on December 19, 2007; and,

17 WHEREAS, The PSR evaluates several ramp design alternatives and recommends
18 two project alternatives, and a no-build alternative, to be further studied and analyzed in the
19 Project Report and Environmental Document ("PR-ED") phase of the proposed improvement
20 or replacement of the Yerba Buena Island ramps (the "YBI Ramps Project"); and,

21 WHEREAS, Article V, Section 2(k) of TIDA's Bylaws authorizes TIDA to contract with
22 governmental agencies, including without limitation, any department, commission or agency of
23 the City, for the performance of services in furtherance of and related to the purposes of TIDA;
24 and,

1 WHEREAS, On April 9, 2008, the TIDA Board of Directors adopted Resolution No. 08-
2 18-04/09 authorizing the execution of a Memorandum of Agreement with the SFCTA under
3 which (i) the SFCTA provides staff support and project management oversight in connection
4 with the YBI Ramps Project and entered into a contract with the consultant selected through a
5 Request for Proposals for preparation of the PR-ED, and (ii) TIDA will reimburse the SFCTA
6 for the administrative, project management and consultant costs relating to the YBI Ramps
7 Project and the completion of the PR-ED that were incurred by the SFCTA and loaned to
8 TIDA using Prop. K funds held by the SFCTA; and,

9 WHEREAS, On May 13, 2009, the TIDA Board of Directors approved a First
10 Amendment to the Memorandum of Agreement (the "First Amendment") that revised the
11 scope of services and budget and increased the total not to exceed amount loaned under the
12 Memorandum of Agreement to \$8,800,000, plus accrued interest; and,

13 WHEREAS, On October 14, 2009, the TIDA Board of Directors approved a Second
14 Amendment to the Memorandum of Agreement (the "Second Amendment") that adjusted the
15 scope of work under the Memorandum of Agreement to reflect the two Cooperative
16 Agreements between the SFCTA and Caltrans for the Ramps Project and revised the level of
17 project engineering to the 35% Design level, without increasing the \$8.8 million not to exceed
18 amount; and,

19 WHEREAS, On June 9, 2010, the TIDA Board of Directors approved the Third
20 Amendment to the Memorandum of Agreement ("Third Amendment") that (i) revised the
21 scope of services and budget to include all necessary project management and oversight,
22 design and engineering activities to complete Phase 2 of the YBI Ramps Project and all
23 phases of the design, engineering and environmental review for the retrofit of nine YBI viaduct
24 structures on Treasure Island Road, and (ii) increased the total not to exceed amount of the
25

1 portion of the loan under the Memorandum of Agreement that is not anticipated to be
2 reimbursed with state or federal funds (the "non-federal portion") to \$9,287,000, plus accrued
3 interest; and,

4 WHEREAS, The SFCTA and TIDA have negotiated a Fourth Amendment to the
5 Memorandum of Agreement ("Fourth Amendment") that (i) defers the loan repayment dates
6 for up to two years, with an initial payment due on the earlier of December 31, 2013 or thirty
7 (30) days after the first close of escrow for transfer of the Base from TIDA to Treasure Island
8 Community Development, LLC, and (ii) increases the non-federal portion of the loan from
9 \$9,287,000 to \$10,287,000; and,

10 WHEREAS, The total not-to-exceed amount for all amounts loaned by the SFCTA to
11 TIDA under the Memorandum of Understanding is unchanged by the Fourth Amendment, and
12 remains \$18,830,000 plus accrued interest, with \$9,543,000 of that amount anticipated to be
13 reimbursed by state and federal funds; now, therefore, be it

14 RESOLVED, That the Board of Directors hereby approves the Fourth Amendment to
15 the Memorandum of Agreement with the SFCTA for project management services and
16 consultant services in connection with the YBI Ramps Project in an amount not to exceed
17 \$10,287,000, plus accrued interest, for the non-federal portion of the loan under the
18 Memorandum of Understanding, in substantially the form attached hereto as Exhibit A, and
19 authorizes the Treasure Island Project Director to submit the Fourth Amendment to the Board
20 of Supervisors for approval, as required under TIDA's Bylaws, and, be it

21 FURTHER RESOLVED, That the Board of Directors hereby authorizes the Treasure
22 Island Project Director to execute the Fourth Amendment upon the Board of Supervisors'
23 approval of the Fourth Amendment; and, be it,

FURTHER RESOLVED, That the Board of Directors hereby authorizes the Treasure Island Project Director to take all actions necessary and appropriate to carry out the terms of the Memorandum of Agreement, as amended by the First, Second, Third and Fourth Amendments, and enter into any additions, amendments or other modifications to the Fourth Amendment that the Treasure Island Project Director determines in consultation with the City Attorney are in the best interests of TIDA, that do not materially increase the obligations or liabilities of TIDA, that do not materially reduce the rights of TIDA, and are necessary or advisable to complete the preparation and approval of the Fourth Amendment, such determination to be conclusively evidenced by the execution and delivery by the Treasure Island Project Director of the documents and any amendments thereto.

CERTIFICATE OF SECRETARY

I hereby certify that I am the duly elected and acting Secretary of the Treasure Island Development Authority, a California nonprofit public benefit corporation, and that the above Resolution was duly adopted and approved by the Board of Directors of TIDA at a properly noticed meeting on November 16, 2011.

Larry Mazzola, Jr.
Secretary

AGENDA ITEM 9
Treasure Island Development Authority
City and County of San Francisco
Meeting of November 16, 2011

Subject: Informational Presentation on Temporary Emergency Housing Plan (*Discussion Item*)

Contact: Mirian Saez, Director of Island Operations

Phone: 415-274-0660

BACKGROUND

As memorialized in the Care and Shelter Annex of the City and County of San Francisco Emergency Response Plan, the City's Human Services Agency (HSA), together with the American Red Cross (ARC), provide up to one week of immediate shelter and support services to City residents displaced by a localized disaster, such as a fire or large-scale utility disruption. After this initial period, displaced residents generally arrange continued temporary residence through renters or homeowners insurance coverage, family, or rental of temporary accommodations. A subset population of displaced residents often remains who are unable to arrange their own private means of continued temporary housing or lodging. Identifying available temporary housing to serve this population poses an additional challenge to City recovery operations post-disaster.

HSA is responsible for identifying housing stocks Citywide that are available to such residents on a temporary basis until their permanent place of residence is again habitable. Project Office staff are exploring ways to assist HSA in its recovery operations and delivery of emergency temporary housing by devising a Temporary Emergency Housing Plan ("TEHP") for Treasure Island housing units under the management of the Treasure Island Villages ("Villages").

Requests for Access to Temporary Emergency Housing

Under the proposed TEHP, it is contemplated that if a localized disaster creates a need for temporary emergency housing, and if affected residents indicate a desire to move temporarily into Villages units, HSA would contact Project Office staff to implement the TEHP. HSA would provide Project Office staff with information including the number of people needing temporary emergency housing, number of units needed, expected timeframe of temporary housing and any other special needs or considerations associated with the request. Project Office staff, in consultation with Villages staff, Office of Economic and Workforce Development (OEWD) staff and Treasure Island Community Development, LLC (TICD), would provide HSA a listing of Villages units available at that time for use by the TEHP.

Treasure Island Villages units made available for use under the TEHP would be limited to the units that Project Office staff, in consultation with Villages staff, OEWD staff and TICD, determine are appropriate for use under the TEHP at the time of request. Only units that do not fit the parameters or needs of the Village's current and anticipated transitioning households and do not conflict with the development project would be considered. Occupancy of Villages units

for temporary emergency housing would be contingent on the avoidance of any conflicts with on-going transition programs under the Transition Housing Rules and Regulations.

Documentation, Temporary Occupancy and Move-Out

Temporary emergency housing in Villages units would be achieved by a specialized Sublease ("Emergency Housing Sublease") between the Villages manager and HSA for a term not to exceed six months. HSA and the individual unit occupants would then subsequently execute a License Agreement ("License") for temporary occupancy of the specific units by the resident or residents.

Upon execution of the Emergency Housing Sublease, HSA would assume the responsibility of the master tenant under the Emergency Housing Sublease. HSA would be responsible for reviewing and providing the Treasure Island Villages House Rules to the temporary residents, and would be responsible for temporary occupants' compliance with the House Rules and with all terms and conditions of the Emergency Housing Sublease and License documents. As is the case with all Villages residents, temporary residents would be required to obey the terms of the House Rules at all times. The Villages management would be responsible for all unit maintenance issues in accordance with the terms of its agreement with the Authority. Temporary residents would contact HSA for all other issues not pertaining to basic unit maintenance. Upon move-out, HSA would be responsible for the cost of all damages above reasonable wear and tear as identified by Villages staff during the move-out inspection.

Considerations

As a majority of City residents who require HSA's emergency temporary housing are on fixed incomes and unable to manage a substantial increase in their monthly rent caused by an unplanned displacement to temporary emergency housing, a rental schedule for TEHP units must be both considerate of the financial limitations of such individuals and of the monthly expense incurred by the Villages management for an occupied unit. The Villages management incurs monthly management and operation costs for each occupied unit, including utilities, maintenance of appliances and unit infrastructure, common area maintenance and administrative expenses. The TEHP and related documents submitted to the Authority Board would include an assignment of a standardized monthly rental rate for emergency temporary housing that contemplates both Villages unit costs as well as consideration of the economic factors inherent in temporary emergency housing.

The purpose of utilizing Villages units under the TEHP is to lend short-term support and available resources to HSA and City emergency response and recovery operations. Temporary residents occupying Villages units under the TEHP would not be eligible for housing or relocation benefits under the Treasure Island Transition Housing Rules and Regulations. The occupancy of temporary residents under the TEHP is anticipated to be for periods of approximately six months or less.

Next Steps

A TEHP specific to the use of Villages units, the HSA-Villages Emergency Housing Sublease and the form of License between HSA and temporary residents are all currently under review and discussion by Project Office staff, HSA staff and Villages staff. Project Office staff will consult with OEWD staff and TICD as appropriate.

The finalized TEHP, Sublease and License documents, and a proposed rental rate schedule for units occupied under the TEHP, will be presented to the Authority Board for hearing and approval at an upcoming meeting.

Prepared by: Peter Summerville
For: Mirian Saez, Director Island Operations





Minutes of Special Meeting –Item 6 (a)
Treasure Island Development Authority
November 16, 2011
Casa de la Vista, Building 271
Treasure Island
San Francisco, CA

Edwin M. Lee, Mayor

1. Call to Order

5:09 P.M.

Present

Linda Richardson
Claudine Cheng
Larry Del Carlo
Mark Dunlop
John Elberling, *CFO*
Jean-Paul Samaha

GOVERNMENT
DOCUMENTS DEPT

DEC 12 2011

Excused

Supervisor Jane Kim
Larry Mazzola, Jr.

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2. General Public Comment

Mr. Tom Huggett, Island resident, member of Good Neighbors and advanced trainer at Job Corp promoted solar power for Treasure Island spoke in favor of developing interconnection agreement with PUC, Navy, TIDA, TIHDI and Job Corp.

Ms. Kathryn Lundgrens, 6 yr. JSCo resident, thanked the Board for coming to the Island. Spoke in favor of TI events, businesses, community, residential property management as well as the continued cooperation between agencies and Good Neighbors.

Mr. Flynn Darby, 2 year Island residents, spoke of 108 Muni bus stop on Gateview that was cut on 9/21 due to its lack of a shelter. Requested to have TIDA and MTA reinstate the stop as it was previously a highly utilized stop.

Mr. Mark Connors, 7 year TI resident as well as founder and secretary of Good Neighbors, thanked TIDA Board for attending on-Island meeting. Wants to ensure that residents' concerns and opinions are continued to be heard regarding the transition to new housing.

Mr. John Kienowski, 2 year TI Commercial renter, spoke in favor of Treasure Island and TIDA Project Office.

Ms. Becky Hogue, 7 year TI resident, expressed concern about PUC planned power outages and requested a system for residents to receive advanced notice.

Mr. Mike Carrasco, 3 year commercial tenant with XLevel Sports Baseball Academy, gave a brief overview of the sports programs offered in SF and on TI and spoke in support of Project staff. XLevel Sports is a Bay Area based academy offering camps, classes, clinics teaching responsibility and offering place for kids to go and stay active.

Mr. Peter McCaffery, owner of Wine Valley Catering (WVC) which has been on-Island for 4 years, spoke in favor of the joint venture with TIHDI and has successfully put 60 people through the program. WVC enjoys working with TIDA Project Staff and Sherry Williams of TIHDI.

Mr. Jack Nathanson, TIDA project staff, read a written statement on behalf of Charles and Angie Ansenelli with TI Flea Market. The letter spoke in favor of the Treasure Island community and noted the Toy Drive at Nov 27/28th TI Flea Market.

Ms. Sophie Parish, resident of TI and member of Good Neighbors group, discussed her new business starting on Dec 1st called Treasure Island Souvenirs, which will sell t-shirts, mugs, hats and original photography on canvas. Thanked TIDA Project staff.

Mr. Russell Breed, Treasure Island Yacht Club, spoke of Americas Cup 34. Reviewed 2012 AC34 schedule. Would like to know how TIDA and Navy plan to support AC34 viewing and the crowds on Avenue of the Palms and Clipper Cove.

Mr. Dan Osborne and Ms. Arlene Sequoian, CEO of S3H Inc. spoke in favor of Treasure Island noting that they have offices in Irvine, Vegas and TI. Employees love this location.

Mr. Alex Rodriguez, owner of Far West Sanitation, introduced himself to the Board and thanked TIDA staff and Board members for on-Island meeting.

Mr. Micha Benoliel with Open Garden thanked TIDA staff and spoke in support of the Island community.

3a. Director's Report

Mirian Saez, Director of Island Operations, provided a report on Island Operations and staff activities over the past month. Discussed public safety: There were 19 calls for service in October, below the annual average of 22. Discussed TIDA meeting with Caltrans and City Car Share discussed. Ms. Saez directed the board's attention to memos addressing previous inquiries from Directors: staff memo addressing Director Richardson's inquiries relating to updating and improving the TIDA website; JSCO memo addressing Director Elberling's request relating to outreach to residents concerning capital improvement plans; and memo from JSCO listing their contractors, as requested by Director DelCarlo. Quality of Life Issues discussed: Goats R US Vegetation Management Plan on YBI; the installation of 3 public Electric Vehicle chargers is currently underway in Marina parking lot; JSCO and the DPW staff have completed their work in preparation for upcoming rainy season for both residential and commercial areas. Leasing Activities and use permits discussed, including waivers for TIHDI and Department of Homeland Security. Caltrans' celebration 75th Anniversary of the Bay Bridge and unveiling of the Bay Bridge Interpretive Display discussed. Halloween parties hosted by the YMCA, JSCO, Catholic Charities, the Boys and Girls Club, and

Good Neighbors discussed. Other Halloween Events in Buildings One and Three attracted approximately 6500 attendees over the course of the weekend with no incidents or resident impact recorded. On November 12, 2011, Safeway Foundation held its annual Fundraising Gala in Hanger 3 with over 2400 guests. Upcoming events: Treasure Island Flea Market's final appearance for 2011 on November 26 and 27. Toolworks Annual Holiday Gathering at Casa De La Vista on Thursday December 8. Meeting Dates: December 14, 2011 meeting will be held at City hall. Future agenda items will include Financial Reports for FY 2011 as well as a Remediation Report by the Navy. Ms. Saez and Director Richards then gave Certificates of Honor from the Mayor's Office to JOB Corps Chris Coleman and Jack Reisner who are both instructors and representatives of carpenter's and painting unions.

In response to inquiries from Director Elberling, Director Saez noted that the high season for special events is at a close, and was a success. There were no noise complaints during Oracle event. Oracle Event and TI Music Event transportation and traffic flow was handled well. Over last 4 years of TI Music Fest there were no major incidences during performances.

There was no Public Comment on the Director's Report.

3b. Report by Office of Economic & Workforce Development

Mr. Michael Tymoff, Office of Economic and Workforce Development, presented an update on the redevelopment project status. Discussed CEQA lawsuit. Second settlement conference with petitioners will be held on December 8th and staff will update the Board of outcome at the December TIDA Board of Directors meeting. Next month staff will bring two MOU's for Board approval: 1.) AC transit for bus service from Oakland to TI and 2.) MOU with Water Emergency Transportation Authority to provide ferry service from downtown SF to TI. Discussed YBI ramps project. Mr. Tymoff provided a tentative timeline and reviewed the process in which an implementation plan will be developed for first phase of the transition plan for the interim moves from YBI to TI. RFP issued and consultant selected: Paragon Partners and Auto Temp along with Public Policy Collaboration to work with JSCo to come up with implementation plan. Provided snapshot of timeline including opportunities for residents to provide feedback and input and help shape the plane. Plan is tentative and will be affected by uncertainties like the CEQA lawsuit. Reviewed meeting dates including two resident meetings in early 2012 to provide general project update and understand resident's needs. Based on resident and community input staff will come back in early February 2012 to present 2-3 alternatives for unit selection process. In or around March 2012, staff will present feedback from residents and public to TIDA Board. A compiled report will be presented early May 2012. Possible voluntary early moves, which are not part of the Transition Housing Rules and Regulations, may be added as a possible component of the program. October or November 2012 is the earliest date staff anticipates issuing move notices to YBI residents. At that time benefit selection and household needs would be identified. 60 day notices are second set of notices issued, and at the 45 day mark, residents will notify staff of their housing selection. Earliest possible date anticipated to move is January 2013.

In response to an inquiry from Director Samaha, Mr. Tymoff stated that all development activities can proceed while CEQA lawsuit is active since no injunction has been filed.

There was no public comment on the Report by Office of Economic and Workforce Development.

3c. Report by the Treasure Island/Yerba Buena Island Citizen's Advisory Board (CAB)

There was no report from the Citizen Advisory Board.

There was no public comment on this item.

3d. Annual Update from the Authority's Community Service Contractors

Nella Gonzaga, Program Director for Catholic Charities CYO TI Supportive Housing and TI Development Center introduced Casey Autumn with Child Care Center and provided an update on funding developments. Ninety-nine percent of children enrolled are from low- income household and all but four families enrolled are living and/or working on the Island. Thanked TIDA for continued assistance and funding and Good Neighbors and the community for addressing and improving quality of life on the Island. Invited residents to see Child Care Center or to volunteer.

Ms. Pat Zamora, Area Director for Boys&Girls Club of San Francisco manages Tenderloin and TI Boys & Girls Club and Jennifer Berger, VP of Program Services of Boys and Girls Club of SF, provided background and information for Island clubhouse. Reviewed their three year strategic plan and four areas of impact around community service and community involvement. Members include 209 children from the Island. Discussed programs offered and community partnerships.

In response to an inquiry from Director Samaha, Mr. Tymoff confirmed that the TI Boys & Girls Club is included in the fourth phase of redevelopment which will transition their facilities in 10-15 years.

Megan Leonard, YMCA Community and Admin Coordinator, shared the mission statement for YMCA. Discussed initiatives and four core values. Reviewed sporting activities offered at the gym including new yoga practice. Community activities discussed. Community based partnerships and on-Island businesses have contributed to the success of YMCA's programs. Reviewed service areas and increase in youth participation. Discussed 2012 goals including improving facilities.

Ms. Sherry Williams, Executive Director of Treasure Island Homeless Development Initiative (TIHDI), discussed final development and passage of Federally mandated TIHDI Agreement which sets aside 25% employment opportunities for homeless and economically disadvantaged San Franciscans. Discussed agencies participation and provided summary of TIHDI 2011 accomplishments and employment placement stats. Discussed Ship Shape food pantry, business assistance center and community events. Discussed 2012 implementations and goals including Emergency Preparedness training and providing needed services. Spoke in support of TIDA staff and community partnerships.

4. Communications

There was no discussion of the Communications by Directors.

There was no public comment on the Communications.

5. Ongoing Business by Directors

There was no discussion of Ongoing Business by Directors.

There was no public comment on the item.

6. Consent Agenda

There was no public comment on the Consent Agenda.

Director Dunlop motioned for approval.
Director DelCarlo seconded the motion.
The item was approved unanimously.

7. Authorizing the Executive Director to enter Exclusive Negotiations with John Stewart Company to extend the Sublease and Marketing Agreement for Market Rate Rental housing

Peter Summerville, TIDA Project Office staff, gave a brief overview of the process with which John Stewart was selected in 1999 to provide market rate rental housing on TI. Mr. Summerville noted that five amendments have been approved since the start of the contract, one of which called for the expiration of the Agreement between the Authority and JSCO on the effective date of the DDA. Mr. Summerville stated that JSCO has provided proactive property management and has extensive institutional knowledge by nature of their work with the Navy and community partners, as well as a strong knowledge of individual residents and housing units involved in the relocation process. For consistency in managing this program, staff recommends that the DIO be authorized to enter into negotiations to extend the term. Should the Board approve, local hiring, first source and health benefits will be included in the final points of agreement and are subject to further TIDA Board hearing and approval.

In response to inquiries from Director Elberling, Director Saez confirmed that there have been no lawsuits regarding the operations of housing against JSCO and there have been no building code violations, regulatory issues, complaints or labor issues against JSCO's housing on the Island. Director Saez stated that JSCO is not subject to Rent Control ordinance but rents are increased as set by Rent Board.

Director DelCarlo disclosed that JSCO's managing a property that's overseen by Mission Housing Development Corp which he is the President and CEO.

Public Comment:

Sherry Williams, TIHDI spoke in support of the John Stewart Company.

Douglas Acres, Island resident, spoke in favor if John Stewart company. Mr. Acres voiced concern about the perimeter of housing owned by the Navy. Would like to know when this area will be accessible. Also would like information on any provisions for residents who have lost employment or means of income.

Director Dunlop motioned for approval of the item.

Director Samaha seconded the motion.

The item was approved unanimously.

8. Fourth Amendment to the Memorandum of Agreement with the SFCTA for project management services and consultant services for the preparation of a Project Report and Environmental Document for the YBI Ramps to defer the loan repayment dates by two years and increase the not to exceed budget to \$10,287,000

Michael Tymoff, Office of Economic and Workforce development, gave overview of the 4th amendment which extends the date on which TIDA is obligated to repay SFCTA by 2 years. By the terms of the 3rd amendment TIDA would have to start repayment on December 31, 2011 but due to ongoing negotiations with Navy, TICD and CEQA litigation, staff feels it's appropriate to ask for approval from SFCTA and TIDA Board to extend the term.

No public comment.

Director Dunlop motioned for approval of the item.

Director Samaha seconded the motion.
The item was approved unanimously.

9. San Francisco Temporary Emergency Housing Planning Presentation

Peter Summerville, TIDA Project Staff, gave informational update on SF Emergency Temp Housing Plan. The City's Human Services Agency (HSA), together with the American Red Cross (ARC), provides up to one week of immediate shelter and support services to City residents displaced by a localized disaster. HSA identifies suitable temporary housing for displaced residents who are unable to provide for their own continued temporary residency. The TIDA Project office wants to assist HSA in making TI vacant housing units accessible to displaced residents. Mr. Summerville reviewed the basics of the plan between TIDA the Villages and has. Next steps would include finalizing a sublease license agreement plan document, establishing a rental schedule for units and creating a tracking and monitoring system. The goal is to not conflict with ongoing relocation process of YBI units but to have a plan in place for HSA which will be dependent on timing, availability and overall needs of the Island.
Dave Curto, Director of Contracts with the Human Services Agency, gave additional information relating to the general TEHP and HSA's responsibilities. He clarified that the purpose of the plan is to establish an emergency back-up plan for reserve housing which would be a great resource should it become necessary.
In response to an inquiry from Director Elberling, Mr. Curto stated that this is available to families and single adults. The displaced residents could use the housing for no longer than 6 months and would not accrue any rental or long term rights. Tenants participating in criminal activity will be removed immediately as the licenses are revocable under the agreement.

There was no public comment on this item.

10. Treasure Island Museum Association Presentation

George Reilly, Retired Marine Colonel and Rebecca Schnier, East Bay Architect, presented background and future goals of TIMA.
There was no public comment.

11. Discussion of Future Agenda Items by Directors

There was no discussion on this item.
There was no public comment on the item.

12. Adjourn

Director Richardson invited members of the public to a reception immediately following the meeting, and thanked residents, community partners and Wine Valley Catering for their participation and contributions to the Island.
The meeting was adjourned at 7:12 PM.

TREASURE ISLAND DEVELOPMENT AUTHORITY
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TREASURE ISLAND DEVELOPMENT AUTHORITY
MEETING AGENDA

12-12-11 10:01:01 RCVD

December 14, 2011 – 1:30PM

Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

DIRECTORS

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Linda Richardson, President
Claudine Cheng, VP
Larry Del Carlo
Mark Dunlop

John Elberling
Larry Mazzola, Jr., Secretary
Jean-Paul Samaha
Hon. Jane Kim (Ex-Officio)

Mirian Saez, Director of Island Operations
Asja Steeves, Commission Secretary

ORDER OF BUSINESS

1. Call to Order and Roll Call

2. General Public Comment (Discussion Item) This item is to allow members of the public to address the Treasure Island Development Authority Board ("Authority Board") on matters that are within the subject matter jurisdiction of the Authority Board and that do not appear on the agenda. In addition to General Public Comment, Public Comment will be held during each item on the agenda.***
Estimated Length of Item: 10 minutes

3. Reports

a. Report by Director of Island Operations (Discussion Item)

This item is to allow the Director of Island Operations to report on staff activities, on-Island events and to make announcements.

Estimated Length of Item: 10 minutes

b. Report by Office of Economic & Workforce Development (Discussion Item)

This item is to allow the Office of Economic & Workforce Development to report on activities related to the transfer and development of former Naval Station Treasure Island.

Estimated Length of Item: 10 minutes

- c. Report by the Treasure Island/Yerba Buena Island Citizen's Advisory Board (Discussion Item)
This item is to allow the Treasure Island/Yerba Buena Island Citizen Advisory Board to report on activity at recent meetings of the Citizen Advisory Board.

Estimated Length of Item: 10 Minutes

- 4. Communications (Discussion Item)

Estimated Length of Item: 5 minutes

- 5. Ongoing Business by Board of Directors (Discussion Item)

Estimated Length of Item: 5 Minutes

- 6. CONSENT AGENDA

Estimated Length of Item: 5 minutes (*Action Item*)

All matters listed hereunder constitute a Consent Agenda, are considered to be routine by the Authority Board and will be acted upon by a single vote of the Authority Board. There will be no separate discussion of these items unless a member of the Authority Board so requests, in which event the matter shall be removed from the Consent Agenda and considered as a separate item.

- a. Approving the Minutes of the November 16, 2011 Special Meeting.
 - b. Resolution of Intention to Terminate the Contract Between the Board of Administration California Public Employees Retirement System and the Board of Directors Treasure Island Development Authority (Action Item)
 - c. Resolution Stating Support for Treasure Island Development Authority Application to the Federal Highway Administration 2012 Discretionary Grant Program for Value Pricing Pilot Program and Authorizing a Letter of Support (Action Item)
- 7. Resolution Retroactively Approving a Memorandum of Agreement Between the Treasure Island Development Authority and the San Francisco County Transportation Authority for Early Stage Implementation Support for the Treasure Island Transportation Implementation Plan. (Action Item)
Estimated length of item: 5 Minutes
 - 8. Resolution clarifying the term "Transitioning Households" in the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island / Yerba Buena Island Project. (Action Item)
Estimated length of item: 10 Minutes
 - 9. Informational Presentation on Proposed Revisions to Clipper Cove Anchorage Permit Policies and Procedures, Clipper Cove Rules and Regulations and San Francisco Police Code Section 1.1 (Discussion Item)
Estimated length of Item: 5 Minutes

10. Informational Presentation on the Treasure Island Rental Policy for Special Events and Event Venue Rate Schedule.

(Discussion Item)

Estimated length of Item: 5 Minutes

11. Discussion of Future Agenda Items by Directors (Discussion Item)

Estimated length of Item: 5 Minutes

12. POSSIBLE CLOSED SESSION

If approved by the Authority Board, this closed session item will take place for approximately 30 minutes at the end of the meeting

- a. Public comment on all items relating to closed session
- b. Vote on whether to hold closed session to confer with real property negotiators regarding real property negotiations. (Action item)

1). CONFERENCE WITH REAL PROPERTY NEGOTIATORS

Persons negotiating for the Authority: Mirian Saez

Persons negotiating with the Authority: The John Stewart Company

Property: Former Naval Station Treasure Island

Under Negotiation:

Price: _____ Terms of payment: _____ Both: X

- c. Reconvene in open session (Action item)

i. Possible report on action taken in closed session under Agenda Item 12 (Government Code section 54957.1(a) (1) and San Francisco Administrative Code Section 67.12(a))

ii. Vote to elect whether to disclose any or all discussions held in closed session (San Francisco Administrative Code Section 67.12(a)).

13. Adjourn

Relevant documents such as resolutions, staff summaries, leases, subleases are available at the Treasure Island Development Authority Office, One Avenue of the Palms, Second Floor, Treasure Island, and the Government Information Center at the Main Library, 100 Larkin Street. Public comment is taken on each item on the agenda.

If any materials related to an item on this agenda have been distributed to the TIDA Board of Directors after distribution of the agenda packet, those materials are available for public inspection at Treasure Island Development Authority, Building One, 2nd Floor, One Ave. of Palms, San Francisco, CA 94130 during normal office hours.

Disability Access

The Treasure Island Development Authority holds its regular meetings at San Francisco City Hall. City Hall is accessible to persons using wheelchairs and others with disabilities. Assistive listening devices are available upon request. Agendas are available in large print. Materials in alternative formats and/or American Sign Language interpreters will be made available upon request. Please make your request for

alternative format or other accommodations to the Mayor's Office on Disability 554-6789 (V), 554 6799 (TTY) at least 72 hours prior to the meeting to help ensure availability.

The nearest accessible BART station is Civic Center Plaza at the intersection of Market, Grove, and Hyde Streets. The accessible MUNI Metro lines are the J, K, L, M, and N (Civic Center Station or Van Ness Avenue Station). MUNI bus lines serving the area are the 47 Van Ness, 9 San Bruno, and the 6, 7, 71 Haight/ Noriega. Accessible curbside parking is available on 1 Dr. Carlton B. Goodlett Place and Grove Street. For more information about MUNI accessible services, call 923-6142.

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The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing devices.

Lobbyist Ordinance

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign and Governmental Code 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2300, fax (415) 581-2317 and web site <http://www.sfgov.org/ethics/>.

KNOW YOUR RIGHTS UNDER THE SUNSHINE ORDINANCE

(Chapter 67 of the San Francisco Administrative Code)

Government's duty is to serve the public, reaching its decision in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. This ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review. For more information on your rights under the Sunshine Ordinance or to report a violation of the ordinance, contact: Administrator, Sunshine Ordinance Task Force, 1 Dr. Carlton B. Goodlett Place, Room 244, San Francisco CA 94102-4689; by phone at 415 554 7724; by fax at 415 554 7854; or by email at sotf@sfgov.org.

Citizens interested in obtaining a free copy of the Sunshine Ordinance can request a copy from the SOTF or by printing Chapter 67 of the San Francisco Administrative Code on the Internet, <http://www.sfgov.org>









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To: Mirian Saez, Director of Island Operations
From: Marianne Mazzucco Thompson
Date: November 18, 2011
Re: Treasure Island Power Outages
Cc: Amy Brown, Acting City Administrator

On November 15, 2011 at approximately 9:00am Treasure Island Development Authority (TIDA) Staff was contacted by the San Francisco Public Utilities Commission (PUC) regarding an emergency power outage. The PUC had to de-energize the Island in order to make an emergency repair at the Davis Substation.

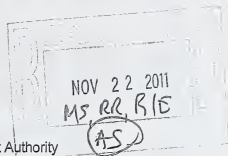
The repair was due to a burned jumper on a joint pole outside the Davis Substation at the Port of Oakland. The poles that serve Treasure Island also serve the Port of Oakland and its tenants. In order to make repairs safely, the Port asked the PUC to de-energize the circuit. The outage was scheduled between 09:30am to 12:30pm. Repairs were completed and the power restored at 12:00pm.

Upon notification Staff began immediate outreach to residents and commercial tenants via e-mail, texts, and AlertSF - the Department of Emergency Management's text-based notification system for San Francisco's residents and visitors. Staff continued to update residents and commercial tenants via text until 12:30 pm when the Island was re-energized.

On November 17, 2011 the Island experienced a second power outage at 9:36am when a Canadian goose flew into a power line. PUC Utility Services crew located the cause and after inspection of the infrastructure restored power at 10:10 am.



MEMORANDUM



To: Mirian Saez, Director of Operations, Treasure Island Development Authority

cc: Suzanne Wood, Edison Capital Jack Gardner, JSCo Ned York, JSCo
John Stewart, JSCo Loren Sanborn, JSCo Connie Le, JSCo
Paula Schlunegger, JSCo Lynny Lee, JSCo

From: Michael Smith-Heimer *MSH*

Date: November 20, 2011

Subject: Percentage Rent for Treasure Island Housing Project Sublease for October 2011

Enclosed is our payment of Percentage Rent in the amount of \$386,016 for the October period, calculated per the sublease agreement. This figure is based on the accompanying attachments. You should note that these expenses reflect a suspension of reserve funding as outlined in the sublease requirements but continue to include accrued funds to pay Possessory Interest charges of the property.

Calculation of Funds Available for Distribution

TIDA receives 95% revenues remaining after adjusting gross revenues by operating expenses, current accretion due and the repayment of ledger balances based on sublease specifications. Funds expended for replacement reserve eligible items are expensed in the period expenses are recognized. To the degree that these costs are reimbursed from the replacement reserve account, percentage rent will be adjusted in the period that the reserve draw is approved.

For the month of October 2011, Actual Total Revenues were slightly under Budgeted Total Revenues (-2.3%) while Actual Total Operating Expenses were below Budgeted Total Operating Expenses by about 23%. The result was that Funds Available for Distribution were above budget by about 31.8%.

Calculation of Percentage Rent

Based on operations, a total of \$406,332 in adjusted Gross Revenues after costs of operations are available for distribution for the October period. These revenues are distributed as follows:

<u>October 2011 Distributions</u>	<u>Actual</u>	<u>Budgeted</u>
Available for Distribution	\$406,332	\$308,275
Percentage rent for TIDA	\$386,016	\$292,861
Percentage rent for JSCo	\$20,317	\$15,414

This percentage rent breakdown reflects the current year split by TIDA/JSCo. Beginning with April 2005 disbursements, TIDA receives 95% of revenues after expenses, while the John Stewart Company percentage is 5% of the amount.

DEAW	Draw 141	Draw 142	Draw 143	Draw 144	Draw 145	Draw 146	Draw 147	Draw 148	Draw 149	Draw 150	Draw 151	Annual	September
Units ready for occupancy at beginning of month	576	576	576	576	576	576	576	576	576	576	576	152	153
Units leased and occupied during month												576	576
Units ready for occupancy and occupied during month	402	420	421	417	414	410	405	398	393	386	384	377	373
Average Unit Rent												384	373
REVENUE FROM OPERATIONS													
Estimate of Gross Revenue	1,143,291	1,127,691	1,123,402	1,121,873	1,121,815	1,122,764	1,123,145	1,124,094	1,124,698	1,125,459	1,126,445	1,126,418	1,126,418
Adjustment for Move-In Thru	-223,147	-230,514	-236,099	-241,055	-244,924	-250,793	-257,522	-264,545	-269,750	-274,509	-278,514	-282,514	-282,514
Office Salaries	658	531	579	617	653	692	730	768	806	844	882	920	958
Civil Check Revenue												384	373
Other Revenue Collected	-1,620	68,260	183,710	7,430	6,815	5,104	11,837	5,513	2,438	3,423	4,408	3,744	3,744
EXPENSES FROM OPERATIONS	919,276	967,288	1,003,672	887,020	874,258	867,644	863,310	845,666	836,777	828,067	819,081	806,291	796,353
6300 ADMINISTRATIVE EXPENSES													
6301 Administrative Expenses													
6302 Office Salaries	1,900	971	971	0	0	0	0	0	0	0	0	102	684
6303 Office Supplies	1,900	971	971	0	0	0	0	0	0	0	0	102	684
6304 Office Equipment	1,900	971	971	0	0	0	0	0	0	0	0	102	684
6305 Office Furniture	1,900	971	971	0	0	0	0	0	0	0	0	102	684
6306 Office Supplies	1,900	971	971	0	0	0	0	0	0	0	0	102	684
6307 Model Unit/Office TI	16,091	16,391	15,114	10,633	17,074	18,469	19,195	19,199	15,504	16,504	16,504	16,504	16,504
6308 Office Salaries	3,813	3,813	3,813	4,359	1,887	3,443	3,882	2,240	4,058	3,802	3,369	2,621	3,747
6309 Office Furniture													
6310 Office Equipment													
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25	Draw 24	Draw 23	Draw 22	Draw 21	Draw 20	Draw 19	Draw 18	Draw 17	Draw 16	Draw 15	Draw 14	Draw 13	Draw 12	Draw 11	Draw 10	Draw 9	Draw 8	Draw 7	Draw 6	Draw 5	Draw 4	Draw 3	Draw 2	Draw 1	Draw 0	Draw -1	Draw -2	Draw -3	Draw -4	Draw -5	Draw -6	Draw -7	Draw -8	Draw -9	Draw -10	Draw -11	Draw -12	Draw -13	Draw -14	Draw -15	Draw -16	Draw -17	Draw -18	Draw -19	Draw -20	Draw -21	Draw -22	Draw -23	Draw -24	Draw -25	Draw -26	Draw -27	Draw -28	Draw -29	Draw -30	Draw -31	Draw -32	Draw -33	Draw -34	Draw -35	Draw -36	Draw -37	Draw -38	Draw -39	Draw -40	Draw -41	Draw -42	Draw -43	Draw -44	Draw -45	Draw -46	Draw -47	Draw -48	Draw -49	Draw -50	Draw -51	Draw -52	Draw -53	Draw -54	Draw -55	Draw -56	Draw -57	Draw -58	Draw -59	Draw -60	Draw -61	Draw -62	Draw -63	Draw -64	Draw -65	Draw -66	Draw -67	Draw -68	Draw -69	Draw -70	Draw -71	Draw -72	Draw -73	Draw -74	Draw -75	Draw -76	Draw -77	Draw -78	Draw -79	Draw -80	Draw -81	Draw -82	Draw -83	Draw -84	Draw -85	Draw -86	Draw -87	Draw -88	Draw -89	Draw -90	Draw 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-892	Draw -893	Draw -894	Draw -895	Draw -896	Draw -897	Draw -898	Draw -899	Draw -900	Draw -901	Draw -902	Draw -903	Draw -904	Draw -905	Draw -906	Draw -907	Draw -908	Draw -909	Draw -910	Draw -911	Draw -912	Draw -913	Draw -914	Draw -915	Draw -916	Draw -917	Draw -918	Draw -919	Draw -920	Draw -921	Draw -922	Draw -923	Draw -924	Draw -925	Draw -926	Draw -927	Draw -928	Draw -929	Draw -930	Draw -931	Draw -932	Draw -933	Draw -934	Draw -935	Draw -936	Draw -937	Draw -938	Draw -939	Draw -940	Draw -941	Draw -942	Draw -943	Draw -944	Draw -945	Draw -946	Draw -947	Draw -948	Draw -949	Draw -950	Draw -951	Draw -952	Draw -953	Draw -954	Draw -955	Draw -956	Draw -957	Draw -958	Draw -959	Draw -960	Draw -961	Draw -962	Draw -963	Draw -964	Draw -965	Draw -966	Draw -967	Draw -968	Draw -969	Draw -970	Draw -971	Draw -972	Draw -973	Draw -974	Draw -975	Draw -976	Draw -977	Draw -978	Draw -979	Draw -980	Draw -981	Draw -982	Draw -983	Draw -984	Draw -985	Draw -986	Draw -987	Draw -988	Draw -989	Draw -990	Draw -991	Draw -992	Draw -993	Draw -994	Draw -995	Draw -996	Draw -997	Draw -998	Draw -999	Draw -1000	Draw -1001	Draw -1002	Draw -1003	Draw -1004	Draw -1005	Draw -1006	Draw -1007	Draw -1008	Draw -1009	Draw -1010	Draw -1011	Draw -1012	Draw -1013	Draw -1014	Draw -1015	Draw -1016	Draw -1017	Draw -1018	Draw -1019	Draw -1020	Draw -1021	Draw -1022	Draw -1023	Draw -1024	Draw -1025	Draw -1026	Draw -1027	Draw -1028	Draw -1029	Draw -1030	Draw -1031	Draw -1032	Draw -1033	Draw -1034	Draw -1035	Draw -1036	Draw -1037	Draw -1038	Draw -1039	Draw -1040	Draw -1041	Draw -1042	Draw -1043	Draw -1044	Draw -1045	Draw -1046	Draw -1047	Draw -1048	Draw -1049	Draw -1050	Draw -1051	Draw -1052	Draw -1053	Draw -1054	Draw -1055	Draw -1056	Draw -1057	Draw -1058	Draw -1059	Draw -1060	Draw -1061	Draw -1062	Draw -1063	Draw -1064	Draw -1065	Draw -1066	Draw -1067	Draw -1068	Draw -1069	Draw -1070	Draw -1071	Draw -1072	Draw -1073	Draw -1074	Draw -1075	Draw -1076	Draw -1077	Draw -1078	Draw -1079	Draw -1080	Draw -1081	Draw -1082	Draw -1083	Draw -1084	Draw -1085	Draw -1086	Draw -1087	Draw -1088	Draw -1089	Draw -1090	Draw -1091	Draw -1092	Draw -1093	Draw -1094	Draw -1095	Draw -1096	Draw -1097	Draw -1098	Draw -1099	Draw -1100	Draw -1101	Draw -1102	Draw -1103	Draw -1104	Draw -110
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	October	November	December	January	February	March	April	May	June	July	August	September	October
DRAW													
Units ready for occupancy at beginning of month	Draw 141	Draw 142	Draw 143	Draw 144	Draw 145	Draw 146	Draw 147	Draw 148	Draw 149	Draw 150	Draw 151	Draw 152	Draw 153
Units Leased and Occupied during month	579	576	576	576	578	578	579	579	579	578	578	578	578
Appliances Unit Leased and Occupied during month	432	429	429	429	417	414	405	399	399	399	394	377	373
Average Unit Rent													
DISBURSEMENT OF REVENUES (Per Sellers Agreement)													
October 2010 Actuals	November 2010 Actuals	December 2010 Actuals	January 2011 Actuals	February 2011 Actuals	March 2011 Actuals	April 2011 Actuals	May 2011 Actuals	June 2011 Actuals	July 2011 Actuals	August 2011 Actuals	September 2011 Actuals	October 2011 Actuals	October 2011 Actuals
Adjusted Gross Revenue	919,270	967,380	1,439,072	887,625	974,260	867,544	869,918	846,886	836,777	826,807	816,891	816,891	816,891
Less Blue Rent	-47,765	-47,765	-47,765	-47,765	-47,765	-47,765	-48,252	-48,252	-48,252	-48,252	-48,252	-48,252	-48,252
Less Operating Expenses (including EDV nonrecoupable for payoff)	-338,360	-442,264	-435,402	-352,271	-300,972	-375,030	-373,552	-348,760	-338,360	-331,739	-331,057	-331,057	-331,057
Less Other Operating Expenses (including EDV nonrecoupable for payoff)	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426	-28,426
Less Recoupment Reserve Funding	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Management Fee	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Less Marketing Fee	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Addebit for security deposits	-484,238	-544,696	-537,238	-487,771	-480,046	-478,750	-476,857	-453,586	-434,951	-463,368	-442,500	-488,119	-300,051
Other Operating Expenses	433,639	422,723	632,634	419,655	413,412	388,410	387,984	392,281	400,826	334,419	374,094	310,172	488,332
Less Recoupment Reserve Funding	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Developer Fee based on Amendment 2	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Accrual for Period	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Adjustment for Actual Accrual in May (\$20,000 vs. \$23,000)	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Adjustment for Actual Accrual in June (\$23,000 vs. \$19,647)	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Adjustment for Actual Accrual in July (\$19,647 vs. \$20,000)	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Developer Fee based on Amendment 2	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Allowable Contention Costs	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Total Expenses for Contention and Ledger Account Activities	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394	-25,394
Revenues Remaining for Distribution in Percentage Rent	435,039	422,723	632,634	419,655	413,412	388,410	387,984	392,281	400,826	334,419	374,094	310,172	488,332
TDA Share of Revenues (Percentage Rent)	413,287	401,387	595,013	398,662	392,422	390,377	397,087	379,087	360,795	316,747	355,309	292,263	380,616
25.00% Share of Revenues (Percentage Rent)	25,252	25,136	39,822	59,993	59,870	59,037	59,814	59,553	58,161	58,671	58,780	58,002	59,317
Total Percentage Rent Disbursed	-135,039	-422,723	-532,435	-419,655	-413,412	-388,410	-387,984	-392,281	-400,826	-334,419	-374,094	-310,172	-488,332
Totaling Balance Gross Revenues													

Ent	Name	Acct No	Account Name	Invoice	Date	P.O. Num	Reference	Net
TR100	Villages at Treasure	7141-000	% Rent - TIDA	% Rent Oct11	11/21/2011		% Rent for Oct 2011	386,016.00

Payor: TREASURE ISLAND-RES.	Date	Check No.	Check Amount
Payee: Treasure Island Dvlpmnt Authority	11/21/2011	010835	386,016.00

Retain this statement for your records

AP550001Rev. 01/08 www.ebsi.com



TREASURE ISLAND-RES.
The John Stewart Company, Trustee
1388 Sutter Street, 11th Fl
San Francisco, CA 94109

WestAmerica Bank
90-4021/1211
Sausalito, CA 94965

Date
NOV 22 2011
11/21/2011

Check No.
010835

Check Amount
\$386,016.00

Three Hundred Eighty Six Thousand Sixteen AND 00/100 Dollars

Pay to the order of:

Treasure Island Dvlpmnt Authority
2nd Floor, Treasure Island
One Avenue of the Palms
San Francisco, CA 94130

VOID IF NOT CASHED WITHIN 180 DAYS OF ISSUANCE

RUB BLUE IMAGE SECURE AREAS TO SHOW THE WORD "VALID"

⑈ 10835 ⑈ ⑆ 121140218 ⑆ 0506928621 ⑈



SAN FRANCISCO POLICE DEPARTMENT
SOUTHERN STATION
850 BRYANT ST
SAN FRANCISCO, CA 94108
OFFICE #: (415) 553-7959
FAX # (415) 553-9722



Fax Transmittal Sheet

DATE: December 6, 2011

AGENCY: Treasure Island Development Authority

FAX NUMBER: (415) 274-0299

ATTENTION: Marianne

SENT BY: Larry Bertrand

PHONE #: (415) 553-7959

COMMENTS:

Marianne,

Please find attached the November statistics for Treasure Island.

Any questions, please give me a call.

Thank you.

Larry Bertrand

Number of pages, Including Cover Sheet: 2



TREASURE ISLAND DEVELOPMENT AUTHORITY
ONE AVENUE OF THE PALMS,
2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660 FAX (415) 274-0299
WWW.SFTREASUREISLAND.ORG

TO: Mayor Edwin M. Lee

CC: Steve Kawa, Chief of Staff
Amy Brown, Acting City Administrator
Linda Yeung, Deputy City Administrator

FROM: Mirian Saez, Director of Island Operations

RE: Treasure Island Informational Update

DATE: December 8, 2011

This month's memo highlights the end of our high event season. We safely coordinated and navigated the events with minimal impact on residents and commercial tenants, while successfully continuing to develop the Island as a *Recreation Destination*.

Highlights of the Past Months

Susan G. Komen Walk Campsite - September 10 - 11, 2011. Treasure Island was "home away from home" for 1500 participants and 350 volunteers for The San Francisco Bay Area *Susan G. Komen 3 Day Walk for the Cure*. Participants were shuttled by Red and White Fleet Ferry Charter Service, embarking and disembarking on Pier One, and camped at facilities that were set up on San Francisco Gaelic Athletic Association Fields. The camp site or "mobile city" included meals, medical facility, shower facilities, nightly entertainment, and a shop featuring event memorabilia.

California Dragon Boat Festival - September 17 - 18, 2011 returned for its sixth year on the Island. This year's Dragon Boat Festival hosted more participants and guests than previous years. Event organizers estimate that there were over 50,000 guests who attended the free two day event. This was the 13th year for the all-volunteer organization festival.

Oracle's Openworld Event - October 5, 2011, returned for its fourth year on the Island. Once again Hartman Studios managed to transform Treasure Island into a Coney Island setting. Over 25,000 employees and customers rocked out to Sting, Tom Petty and the Heart Breakers, and the English Beat. Unlike previous years, TIDA did not receive any complaints from Island residents regarding the amplified music or the duration of the event, which did not end until 1:30 a.m. Prior to this year's concert, TIDA and the San Francisco Entertainment Commission performed extensive outreach to the residents regarding the event.

Treasure Island Wine Festival - October 8, 2011 returned for its third year on the Island. Treasure Island's Pavilion By the Bay was host to the Lodi Treasure Island Winefest produced by The California Wine Education Foundation, with approximately 1500 attendees sampling over 200 Lodi Appellation Wines, enjoying cuisine by Wine Valley Catering, live music, and the Fleet Week aerial shows.



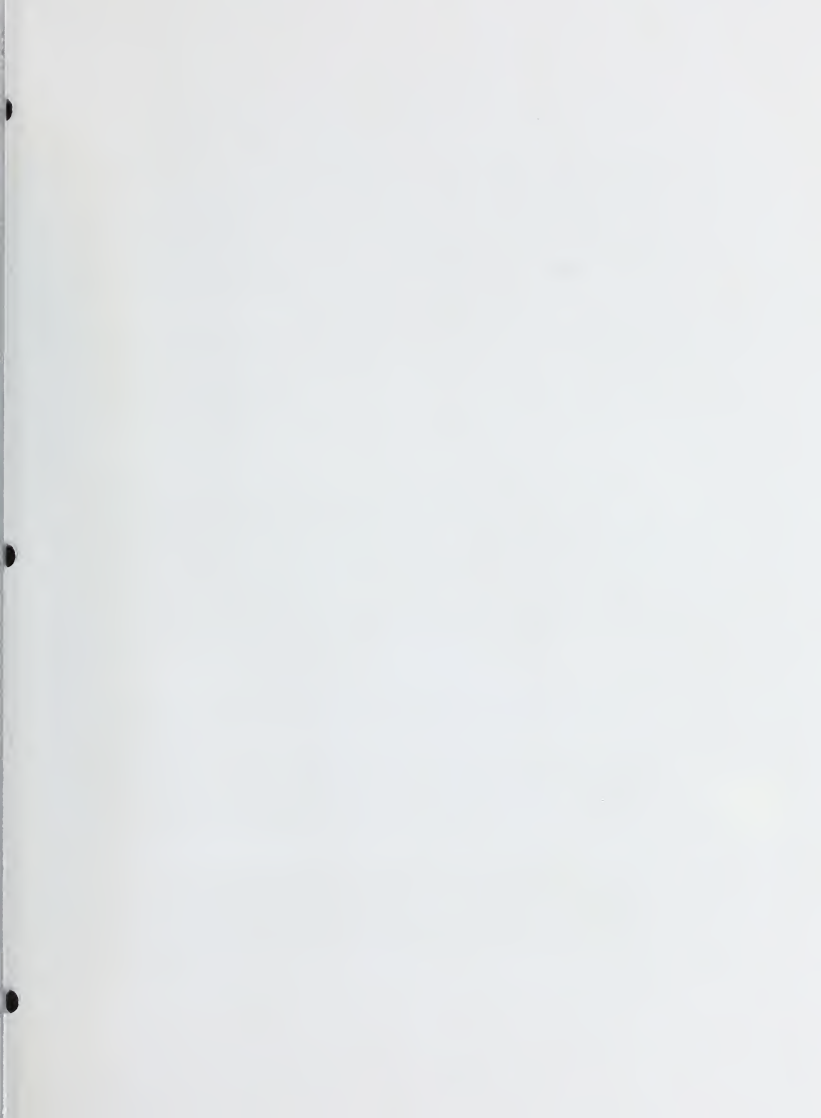


To: Mirian Saez, Director of Island Operations
From: Peter Summerville
Date: December 9, 2011
Re: Treasure Island/Yerba Buena Island Emergency Response Plan
Tabletop Exercise After-Action Report and Improvement Plan

Please find attached the final TI/YBI Emergency Response Plan (ERP) Tabletop Exercise After-Action Report (AAR) and Improvement Plan document. The AAR and Improvement Plan capture the planning, execution and post-exercise assessment of strengths and areas for improvement identified during the August 3rd, 2011 tabletop exercise of the ERP in an earthquake scenario.

The contents of the AAR and the Improvement Plan have been reviewed and accepted by the Department of Emergency Management (DEM) and all City and County of San Francisco departments involved in planning, participation and execution of the exercise.

The document is considered final and appropriate for distribution to City departments and Treasure and Yerba Buena Island stakeholder organizations. A presentation to the TIDA Board of Directors on the exercise itself, the AAR findings, the Improvement Plan and necessary ERP revisions set forth in the Improvement Plan will be made at a forthcoming Board meeting.



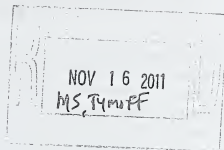
HAND DELIVERED

November 9, 2011

Mr. Edwin M. Lee
Mayor of San Francisco
City Hall, Room 200
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4682

cc: *Monian Sanyal*
Malcolm

Mr. Dennis Herrera
San Francisco City Attorney
City Hall, Room 234
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102-4682



Re: Treasure Island Radiologic Contamination

Gentlemen:

With the election for Mayor of San Francisco now over, I am writing your respective offices to express deep concern about radiologic issues that have been festering at Treasure Island for many months now. These matters were brought to the attention of, and ignored by, the City of San Francisco at the April 21, 2011 Special Joint Meeting of the Planning Commission (4-3) and the Treasure Island Development Authority (7-0), Certifying a Final Environmental Impact Report for the Treasure Island/Yerba Buena Island Redevelopment Project, and presented as well to the subsequent June 7, 2011 Board of Supervisors meeting, which affirmed the Planning Commission Certification of the FEIR on an unanimous 11-0 vote.

Attached hereto are two sets of documents:

1. Letter from the California Department of Public Health (CDPH) dated June 23, 2011 to Shaw Environmental and Infrastructure, Inc., including copy of posted Notice of Violation (NOV);
2. Memorandum from CDPH to the California Department of Toxic Substances Control (DTSC), dated April 13, 2001, including Memorandum from CDPH to DTSC dated October 29, 2010 and "Attachment 2: CDPH Environmental Management Branch (EMB) review of Treasure Island Finding of Suitability to Transfer (FOST) and Radiological Issues."

My letter is not intended as a challenge to the above-referenced EIR which is currently before the courts, however, it should be noted that the EIR at p.IV.P.15 deliberately minimized areas impacted with radionuclides: the "remaining low-level radiological material contamination at the Naval base is isolated to small portions of Site 12 and Building 233."

That was a radiologic lie then. As the attached documents attest, it has proven even more so today.

Prior to any unrestricted release recommendation for remediated buildings, sites and areas pursuant to FOST, ongoing radiologic concerns should be thoroughly and openly addressed. This would include past remediation activities, together with a soil movement stand-down for the removal, sorting and transport of soil that may have resulted in the spread of radiologic contamination to other areas of Treasure Island and Yerba Buena Island previously classified as non-impacted.

As to various RAD contaminated areas, the largest is Site 12, comprised of about 94 acres, much of which is designated for building and construction, making up a significant portion of Treasure Island. As a threshold matter, the Department of the Navy (DON) and the Navy Radiological Affairs Support Office (RASO) path to closure should begin with proper characterization of Treasure Island. Such characterization should also assess the highly questionable remediation activities by Shaw Environmental, including proper data on alleged test trenches and backfilled areas, waste shipments, waste profiles, holding spots, list of facilities that have received or are scheduled to receive low-level radiological waste, high-level radiological waste, or waste that may not, but should have been, radiologically characterized.

And, sites 30, 31 and 33 were established as potentially radiologically impacted once Site 12 indicated the presence of radioactive contamination, yet those sites are ignored in the EIR despite the reference to RAD contamination on a ("small portion") of Site 12.

And what of the "USS Pandemonium" used for "decontamination training," which received an Atomic Energy Commission radioactive license? Could Ra-226 (half life--1600 years) have been used during "decontamination training? Is there evidence that the Navy used only short-lived radionuclides? What of the subsequent Pandemonium site at the northeast corner of Treasure Island (demolished as uncontaminated material and sent to an undisclosed landfill)—and wash water used at both sites for decontamination training released into the San Francisco Bay?

In fact, as the attached documents indicate, the radiologic issues facing both Treasure Island and Yerba Buena Island are far more serious and complex than presented by DON, calling into question as well, the nature and legality of remediation actions undertaken by Shaw Environmental---possibly impacting Yerba Buena Island as well. If Yerba Buena Island itself has now become an issue, where do the potential problems end? DON is experiencing uncontrollable circumstances with the disposal of radioactive waste---there are no artificial borders to the spread of radiologic contamination. DON, the City of San Francisco, and the TIDA should be transparent on these matters, divulging all problems associated with radiologic cleanup of Treasure Island, including Yerba Buena Island... and beyond. There are regional implications to the transport of radioactive materials, some of which may well have been improperly characterized as non-radioactive. In that regard, what is the nature of the scans conducted on Treasure Island roads---are they

merely preliminary, and what are the results? This would include the Bay Bridge on/off ramps and historical properties on Yerba Buena Island that should be openly addressed ahead of any imperatives of Caltrans' Bay Bridge construction schedule.

There is also the matter of Nuclear Regulatory Commission (NRC) oversight of Treasure Island now that it regulates radium-226 under military control. Inasmuch as the entirety of Treasure Island may be radiologically impacted, has the NRC been made aware of the lack of proper characterization of Treasure Island and the potential spread of Ra-226? In addition, NRC/AEC radioactive materials licenses previously issued for uses at Treasure Island included large quantities of cesium-137. Even with a half life of 30 years, where is the Cs-137, what specific parcels?

Similarly, given the extremely shallow groundwater on Treasure Island, what is the status of groundwater monitoring, aquifer characterization, water pipelines as pathways for contamination outside the Solid Waste Disposal Areas (SWDAs)? Is additional groundwater investigation required, particularly since radium-226 has been found in monitoring wells in parts of Site 12? What is the status of groundwater sampling plans not only at Site 12, but throughout the island? What is the position of the San Francisco Bay Regional Water Quality Control Board on the subject radiologic concerns?

The 2006 Treasure Island Historical Radiological Assessment (HRA)—
http://www.bracpmo.navy.mil/base_docs/treasure_island/documents/enviro_docs/FinalTI_HRAFeb2006.pdf—has been shown to be heavily flawed; it would irresponsible, and probably illegal to continue relying on the 2006 HRA as a roadmap for radiologic cleanup and remediation. With that in mind, Treasure Island and Yerba Buena Island—including parcels already transferred—should be properly characterized for potential radiologic contamination in order to create a conceptual site model on the disposition of radiological material that may be found anywhere on the islands.

As a citizen of San Francisco, I thank you for your kind attention to the above matters.

Sincerely,



Tony Gantner
235 Chestnut St.
San Francisco, CA 94133
afgantner@aol.com
415/596-3626



California Department of Public Health
MEMORANDUM

DATE: April 13, 2011

TO: Stewart Black, Acting Deputy Director
Department of Toxic Substances Control
1001 'I' Street
Sacramento, CA 95814-2828

FROM: Stephen Woods, Department of Defense Project Manager
Center for Environmental Health
California Department of Public Health (CDPH)
Division of Drinking Water and Environmental
Management *Stephen F. Woods*

SUBJECT: U.S. Naval Station at Treasure Island (TI) – California Department of
Public Health (CDPH) Environmental Management Branch
(EMB)/Department of Toxic Substances Control (DTSC) agreement
#10-T1033

I am writing to inform you of several issues that may prevent the California Department of Public Health (CDPH) Environmental Management Branch (EMB) from providing a recommendation to support current and future Finding of Suitability to Transfer (FOST) at US Naval Station at Treasure Island (TI). We previously informed the California Department of Toxic Substances Control (DTSC) Project Manager of the concerns verbally and in a written communication dated October 28, 2010 (Attachment 1). It is our understanding that within the current FOST, Base Realignment and Closure (BRAC) plans to transfer a large area of TI out of federal control this year and possibly within the next 30 days.

The large volume of radiological contaminated material, high number of radioactive commodities (individual items or sources) and high levels of radioactive contamination identified at Site 12 and Building 233 have raised concerns with CDPH regarding the nature and extent of the radiological contamination present at TI. In addition, on February 2, 2011, during a Base Closure Technical Meeting, the Department of Navy (DON) revealed that additional radioactive sources have been found at Site 31, outside of the originally defined potentially impacted areas. This finding was not expected nor was site 31 previously identified as radiologically impacted. These findings point out that the existing TI Historical Radiological Assessment (HRA) does not adequately address the nature and extent of radioactive materials on site. The lack of an adequate radiological conceptual site model raises concerns that some sites included in the FOST may be radiologically impacted as well.

Recent survey finding by CDPH on April 5-7, 2011 of TI found 4 radiological sources outside of controlled areas (site 12), that protect a known radiological impacted site. These were areas that should have previously surveyed and cleared by DON TT Contractors. Inadequate identification of radiologically impacted or contaminated areas calls into question all remediation activities that involve removal, sorting, transport and disposal of soil and debris. Such activities may have resulted in the spread of radionuclide contamination to the proposed FOST areas. The DON needs to address these concerns.

Consequently, with the above considerations and limitations in mind, CDPH recommends that the DON fully characterize TI to determine the nature and extent of radionuclide contamination. In accordance with DON commitments in the HRA, the DON needs to conduct additional surveys, screening, and sampling at TI. Attachment 2 is EMB's review of the complex issues and steps that are necessary in order to move forward on the proposed FOST and related radiological issues.

Open communications among all agencies and other stakeholders are critical to the success of the military cleanup program. CDPH is committed to achieve the common goal of transfer of TI properties for future safe uses. However, if the property specified in the FOST is transferred to recipient(s) under state jurisdiction without EMB concurrence on unrestricted release, then the recipient(s) must apply to the Radiologic Health Branch (RHB) of CDPH for a radioactive materials license. The Application process will require supporting documentation that is not currently available from the DON. Therefore, it is likely that the recipient of the property, without EMB concurrence on unrestricted release, would need to perform much or all of the additional characterization work recommended above. In addition, the recent March 24, 2011 decision by the Nuclear Regulatory Commission (NRC) to regulate radium-226 under military control may require the NRC to review and approve any transfer of the FOST. These issues should be made very clear to the potential property recipients before they accept the property. I recommend that we meet with your staff to discuss our recommendations on a path forward on the TI FOST. If you have any questions or comments on this memorandum, please contact me at (516) 449-5583.

Attachments: 1) EMB memo to DTSC dated October 28, 2010
2) EMB review of the TI FOST and radiological issues

cc: Miran Klein
Leah Walker
Glenn Takeoka



California Department of Public Health
MEMORANDUM

DATE: October 29, 2010

TO: Remedios Sunga
Remedial Project Manager
Department of Toxic Substances Control (DTSC)
700 Heinz Avenue
Berkeley, California 94710

FROM: Larry Morgan, Senior Health Physicist
Emergency, Restoration and Waste Management Section (I)
Environmental Management Branch (EMB)
California Department of Public Health (CDPH)
P.O. Box 997413
1616 Capitol Avenue, MS 7405
Sacramento, California 95899-7413
(916) 449-5921

SUBJECT: Response to Draft Finding of Suitability to Transfer for Parcels
1-9, Submerged Parcel (Excluding Site 27), the Battery Site, Torpedo
Building Site 28 and East Site Freeway On-Off Ramps Dated September
28, 2010 at Former Treasure Island Naval Shipyard

It is our understanding at Environmental Management Branch (EMB) of the California Department of Public Health (CDPH) that the ongoing remediation of Ra-228 contaminated soil and discrete radioactive sources, aside from Building 233, began as a non time critical removal action (NTCRA) for chemical contaminants. The work plan and other documents for that removal action defined the area where chemical contaminated soil would be removed and also indicated that soil would be screened for radionuclides to ensure that they were not present. Because of that screening work, EMB was asked to review the related documents.

As the NTCRA for chemical removal progressed, discrete radioactive sources, broken or damaged radioactive sources, and radionuclide contaminated soil was found. The primary radionuclide found was Ra-228. The NTCRA for chemicals started in 2007 or 2008 and apparently continues as the removal action basis for continued radionuclide remediation work that is ongoing. It is our understanding that the Navy and their contractors have found radionuclide sources and soil contamination outside of the original defined area for the NTCRA for chemicals. In addition, it is our understanding that the conceptual model for these radionuclides found outside the original area defined in the NTCRA is not well understood and it has not been published or made available to the public. In addition, the finding of relatively high level radioactive sources, such as the one that is now shielded by steel plates due to its radioactivity level, raise additional unanswered questions about the conceptual model for this site.

While the original NTCRA for chemicals may be providing a vehicle to continue radionuclide remediation, the lack of a published conceptual model for radionuclides found to date presents additional concerns for EMB. The findings of radioactive sources outside the originally defined area and the lack of typical CERCLA-type documents with associated reviews of documentation such as remedial investigation and characterization documents create concerns whether areas potentially impacted by radionuclides have been properly identified, and subsequent remediation activities such as removal, sorting, and transport of soil may result in the spread of radiologic contamination to other areas of Treasure Island.

Consequently, with the above considerations and limitations in mind, CDPH recommends that DTSC proceed very carefully with respect to this or any other FOST or transfer of property currently classified as non-impacted with radionuclides. At this time CDPH cannot concur on or recommend the existing FOST to DTSC.

Attachment 2:
CDPH Environmental Management Branch (EMB) review of Treasure Island
Finding of Suitability to Transfer (FOST) and Radiological Issues

One of the following approaches is usually selected when there are questions regarding a FOST and concerns whether or not some sites in the FOST are properly classified or designated as suitable for transfer:

1. Sites listed in the FOST that should be classified as potentially impacted with radionuclides are identified and removed from the FOST. Then the FOST proceeds with the remaining parcels of land.
2. If individual sites or large areas of the proposed FOST are identified as potentially impacted with radionuclides, then the FOST is delayed until critical sites identified as potentially impacted with radionuclides are found suitable for unrestricted release through additional historical research, characterization studies and/or remediation.

In general these two approaches or a combination of both approaches are possible at Treasure Island, but the complexity of the issues identified to date indicate difficulties are likely to occur during implementation.

Background and Current Issues:

- Soil is currently being relocated within Treasure Island or transported offsite for disposal based on the outdated historical site assessment which assumes most areas of Treasure Island are not impacted by radioactive materials. Clearly this conceptual model is outdated and may be leading to improper classification and shipment of soil, since most soil being moved or disposed is not being characterized for radionuclides.
- With Base Realignment and Closure (BRAC) approval and without informing EMB or Radiologic Affairs Support Office (RASO), some sites appear to have been improperly classified and remediated under the assumption that they were not impacted by radioactive materials. An example is the former USS Pandemonium Training site.
- EMB believes that an appropriate conceptual site model assumes that soil with chemical contaminants of concern and/or containing debris also contains radionuclides until proven otherwise. The outdated assumptions currently used at Treasure Island have been contradicted, since radioactive materials have been found in areas previously assumed to not be impacted.

SGH & Wood 5-6-11

- Violations noted below during the January 12, 2011 inspection of the Department of Navy (DON) contractor by the CDPH Radiologic Health Branch has potential impacts on the current FOST.
 - o Failure to prepare documents for transporting radioactive material prior to transporting over public roads
 - o Failure to provide shippers certification of radioactive materials transported over public roads
 - o Failure to properly characterize radioactive materials in storage containers to meet 10 CFR Part 20 requirement
 - o Failure to allow CDPH personnel access to records and radiologically impacted areas
- Problems EMB has had in obtaining adequate documentation of work allegedly done at Treasure Island lead EMB to recommend that review of sites included in the proposed FOST be performed and documented by RASO.
- The Navy has confirmed the finding of radionuclides at Site 31 and preliminary indications are that it is in the form of soil contamination and may include Cs-137. NRC/AEC radioactive materials licenses previously issued for uses at Treasure Island included very large quantities of Cs-137 and the specific locations of use have not been identified.
- A reference or background data set of gross gamma measurements was used for comparison and for establishing actions levels for actions such as moving a Site 12 fence. The reference data set included data points that were clearly elevated and the data set included multiple distribution components that should have been identified by distribution analysis. This reference data set was being used but clearly had not been adequately analyzed resulting in incorrect conclusions and action levels.

Recommended steps to move forward:

- 1) Identification of potential soil storage areas.
- 2) Identification of roadway and paths over which soil has been transported.
- 3) Surface scans of all FOST areas and representative soil sampling.
- 4) An independent review and report of all soils movement needs to be conducted since remediation work began at Treasure Island. The report would also provide options for investigation and resolution of areas where soil was not characterized or inadequately characterized for radionuclides and address potential cross contamination at proposed FOST sites.

- 5) Update conceptual site model. It must be assumed that soils with chemical contaminants of concern or debris also contain radionuclides. Submit work plans and results from surface scans and representative soil sampling.
- 6) Submit a report that supports a recommendation for unrestricted release to be reviewed by DTSC and CDPH.
- 7) Suspend all movement and transfer of soil at Treasure Island which is classified as potentially radiologically impacted including chemical contaminants or radionuclide contaminants or debris (or any combination of chemicals, radionuclides and debris) until the report in Item 4 is complete and concurred upon by DTSC and CDPH.

Recommended approach to implement attachment 2

- A. Since it appears that radioactive materials have been found in most areas where accurate measurements and sample analysis has been performed for radionuclides, it is unclear which, if any, areas of Treasure Island are not impacted by radionuclide contaminants of concern. Because of this, areas or parcels of land previously uncharacterized for radionuclides will now need to be considered. For example, parcels of land that were previously transferred, underwater parcels and sewer or storm drain outfalls that have not been characterized for radionuclides will now need to be considered for radionuclide characterization. Also, imported soil will need to be characterized for radionuclides.
- B. Characterization and Investigation: Update the conceptual site model based on current knowledge of the site and utilize it as input while drafting a characterization and investigation plan for radionuclides at Treasure Island. The plan will utilize for input; historical information, radioactive materials licenses issued for work at Treasure Island in the past, and knowledge and records of all soil movement at Treasure Island since BRAC activities began. The resulting characterization and investigation plan will need to be reviewed by regulators and revised as needed until approved prior to the beginning of characterization and investigation measurements and sampling. The characterization and investigation plan will need to include a plan for measurements, sampling and analysis that addresses applicable scanning and representative soil sampling needed for the characterization work specified in the plan.
- C. Soils Management: Draft a Treasure Island soils management plan with respect to radionuclides that takes into account existing soil conditions, previous soil movement and controls future soil movement including import of soil so that characterization and investigation work is not compromised by additional soil movement. The soils management plan

will need to be reviewed by regulators and revised as needed until approved prior to using the plan. The soils management plan needs to cover identification of soil storage areas and roadways or pathways over which soil has been transported since BRAC began work at Treasure Island.

- D. Soil movement stand down: In order to avoid contamination of additional sites, improper disposal and change in state of Treasure Island with respect to radioactive materials contaminants of concern, all soils movement should be stood down until the characterization and investigation plan and the soils management plan have been approved. This includes excavation, back-filling and soil import at areas not considered to be impacted by radioactive materials based on the invalid 2003 HRA. In other words, this really does mean that "all soil movement" on Treasure Island should be stood down and one should not observe trucks or loaders moving soil on Treasure Island during the stand down.
- E. Work plans and reporting of data: Draft applicable work plans to perform measurements and sampling in accordance with approved characterization and investigation plans and report the characterization data in structured reports for review by regulators and revision as needed.
- F. Assessment and update of conceptual site model: Assess the characterization and investigation data to determine which areas of Treasure Island may not be impacted by radionuclides and perform additional data collection to fill existing data gaps. Update the conceptual site model based on the assessment and provide the assessment and revised conceptual site model to regulators for review. Once regulators have concurred on a revised assessment and conceptual site model, utilize them along with additional data needed to support FOSTs for areas that are not impacted by radionuclides.
- G. Implement soils management plan: Implement the approved soils management plan and resume soil movement in areas determined to not be impacted by radionuclides.
- H. Remediation planning and remediation: Draft remediation plans for areas that are impacted by radionuclides and provide the plans to regulators for review. Revise the plans as needed and perform remediation activities after regulator review and approval of revised plans.
- I. Final status surveys: Perform final status surveys in accordance with regulator approved final status survey plans for all areas that are potentially impacted with radionuclides and for areas that have been remediated after the areas are remediated. Report the final status survey

data in final status survey reports, which will be provided for regulator review and concurrence.

By following an implementation plan as described above, the DON would provide plans to DTSC and CDPH that specify details regarding sampling, analysis and scanning that would allow the FOST to move forward.



State of California—Health and Human Services Agency
California Department of Public Health



EDMUND G. BROWN JR.
Governor

June 23, 2011

Shaw Environmental and Infrastructure, Inc.
Attn: Mark O. Somerville, Ph.D., CHP, REA
Director
Environment, Safety, Health & Quality
100 Technology Center Dr.
Stoughton, MA 02073

Dear Dr. Somerville:

On April 6, 2011, the California Department of Public Health (CDPH) initiated an investigation of your facilities and operations at the Treasure Island Naval facility as they relate to radiation safety and compliance with the California Code of Regulations (Title 17, CCR) and the California Health and Safety Code. There were numerous follow-up visits and record reviews in support of the investigation. Based on the results of this investigation, CDPH found numerous instances where Shaw Environmental failed to conduct and/or document radiation/contamination surveys to ensure compliance with the requirements of Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402.

While some of these may be considered to be an oversight, it appears that these occurred with the awareness of staff responsible for performance under the license. It is apparent from these and previous violations, that there is a lack of radiological oversight, practical hands-on experience with environmental radiological projects and methods, basic radiation technology experience, and/or a failure to include the Radiation Safety Officer in production management decisions that effect the Radiological Protection Program at the Treasure Island project.

The Radiological Health Branch considers Violation number 1 to be so serious, that you must correct it immediately. A licensee cannot continue to operate in violation of the regulations or their license.

Due to the significance, severity, and number of violations discovered during this investigation and previous investigations, the Radiological Health Branch is requesting that you and your management attend an office conference with CDPH management to discuss your operations and the measures that you will take to ensure present and

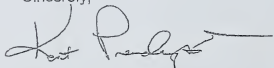
California Department of Public Health, Radiologic Health Branch
850 Marina Bay Parkway, Building P, 1st Floor, Richmond, CA 94804-6403
Phone: (510) 620-3419 / Fax: (510) 341-7181
Kent.Prandini@cdph.ca.gov
www.cdph.ca.gov/rh

Dr. Mark O. Somerville
June 23, 2011
Page 2 of 2

future compliance with California and Federal regulations. That conference will be arranged after you have had the opportunity to review and respond to these violations.

Posting and response to the enclosed "Notice of Violation" are required as described on the form. You have **20 days** in which to respond from the receipt of this letter. This reply should be clearly marked as a "Reply to a Notice of Violation" and should include: (1) the reason for the violation, or if contested, the basis for disputing the violation, (2) the corrective steps that have been taken and the results achieved, (3) the corrective steps that will be taken to avoid further violations, and (4) the date when full compliance will be achieved.

Sincerely,

A handwritten signature in black ink, appearing to read "Kent Prendergast", with a long horizontal flourish extending to the right.

Kent Prendergast
Chief, Inspection, Compliance and Enforcement Section
Radiologic Health Branch, Richmond

Enclosure

Certified Mail, Return Receipt No.: 70072560000180584423

cc: RHB Sacramento

NOTICE OF VIOLATION POSTING REQUIRED *

This inspection was an examination of your activities for the purposes of determining whether or not there is compliance with or violation of the provisions of the Radiologic Technology Act (Health & Safety Code § 2703), Radiation Control Law (Health & Safety Code § 114850 et seq.), and/or Nuclear Technology Statutes (Health & Safety Code section 107150 et seq.) and/or the rules and regulations promulgated thereunder (California Code Regulations, Title 17, section 30100 et seq.).

EMPLOYER'S NAME Shaw Environmental & Infrastructure	INSPECTION AGENCY Department of Public Health Radiologic Health Branch 850 Marina Bay Parkway Bldg. P, 1 st Floor Richmond, CA 94804-6403 Attn: Gene Forrer
LICENSE NUMBER Reciprocity/USNRC 20-31340-01	
SITE(S) INSPECTED Treasure Island	DATE(S) OF INSPECTION April 6, 2011 thru June 3, 2011

INSPECTION FINDING(S)/VIOLATION(S):

1. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
 - (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

Contrary to the above, Shaw failed to calibrate and perform performance tests for survey meters used to take surveys of materials, equipment, and personnel in accordance with the Shaw Standard Operating Procedures submitted to the NRC as part of their NRC license. These SOPs include: Standard Operating Procedures: SOP T-RA-005, Field Project Radiological Controls, SOP T-RA-006, Radiological Controls Portable Instrument Procedure and SOP T-RA-006, Surface Contamination Monitoring. Specifically, these procedures require the instrument to be calibrated, that the MDA be determined, that background be determined, and the efficiency of the meter for the nuclide of interest be determined. Shaw failed to determine instrument MDAs, proper instrument backgrounds, efficiency of the instruments to detect the radionuclide(s) of interest, and failed to set a proper scanning speed for meters. In addition, without this information, it does not appear that the values used to determine contaminated versus "clean" were accurately determined.

Contrary to the above, Shaw failed to perform surveys of a discrete source of radiation in a Site 31 excavation pit to ensure compliance with 10 CFR 20.1101 which requires that all exposure to radiation sources be kept As Low As Reasonably Achievable. Shaw also failed to maintain records of the survey as required by 10 CFR 20.2103 and did not record the results of the surveys in appropriate units as required by 10 CFR 20.2101.

This is an infraction.

5. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
 - (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

Contrary to the above, Shaw failed to perform surveys of two areas of elevated radiation levels at the building 233 foundation/entry area to ensure compliance with 10 CFR 20.1101 which requires that all exposure to radiation sources be kept As Low As Reasonably Achievable. Shaw also failed to maintain records of the survey as required by 10 CFR 20.2103 and did not record the results of the surveys in appropriate units as required by 10 CFR 20.2101.

This is an infraction.

6. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
 - (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

Contrary to the above, Shaw failed to perform surveys of excavation sites (Sites 12, 30, 31, etc.), that were impacted, or potentially impacted, with radiological contamination, to ensure compliance with 10 CFR 20.1302 which limits radiation exposure to members of the general public. Shaw also failed to maintain records of the survey as required by 10 CFR 20.2103 and did not record the results of the surveys in appropriate units as required by 10 CFR 20.2101.

This is an infraction.

7. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

2. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.2101(a) states that "each licensee shall use the units: curie, rad, rem, including multiples and subdivisions, and shall clearly indicate the units of all quantities on records required by this part."

Contrary to the above, Shaw failed to maintain documentation of radiation and/or contamination surveys performed at Treasure Island in units of curie, rad, or rem.

3. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
 - (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

The "Treasure Island Naval Station Historical Radiological Assessment" (HRA), dated February 2006, states that "The Navy understands that if future screening of the solid waste disposal areas in IR Site 12 detects non-naturally occurring radioactivity greater than background levels, additional surveys, screening, or sampling will be evaluated not only in the IR Site 12 but in other known debris disposal areas such as Sites 30, 31, and 33."

Site 12 was found to be impacted with radioactive contamination and discrete radiological "commodities."

Contrary to the above, Shaw failed to perform surveys of materials excavated from, and subsequently disposed of, from Sites 31 and 30. These surveys were required to ensure compliance with the requirements of the HRA and 10 CFR 20.2001 which restricts the disposal of radioactive materials to an authorized disposal facility. Shaw also failed to maintain records of the survey as required by 10 CFR 20.2103 and did not record the results of the surveys in appropriate units as required by 10 CFR 20.2101.

This is an infraction.

4. The California Code of Regulations, Title 17, Section 30253(a) incorporates Title 10 Code of Federal Regulations, Part 20, Sections 20.1001-20.2402 by reference. Title 10 Code of Federal Regulations Part 20 Section 20.1501(a) states that "each licensee shall make or cause to be made, surveys that--

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
 - (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

- (1) May be necessary for the licensee to comply with the regulations in this part; and
- (2) Are reasonable under the circumstances to evaluate--
- (i) The magnitude and extent of radiation levels; and
 - (ii) Concentrations or quantities of radioactive material; and
 - (iii) The potential radiological hazards."

Contrary to the above, Shaw failed to perform surveys of the area adjacent to building 1325 to ensure compliance with 10 CFR 20.1302 which limits radiation exposure to members of the general public. Shaw subsequently decreased the area surrounded by the Radiologically Controlled Area fence to allow unrestricted access to portions of this area. In April 2011, RHB personnel identified radioactive materials buried (approximately 1-2 feet deep) (in the uncontrolled area) outside of the current Radiologically Controlled Area. Shaw also failed to maintain records of the survey as required by 10 CFR 20.2103 and did not record the results of the surveys in appropriate units as required by 10 CFR 20.2101.

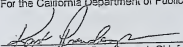
HOW TO RESPOND

If this notice references a violation(s) that was corrected during the inspection, no response is required for that item. For all other violation(s), it will be necessary for you to respond within 30 days from receipt of this notice. This reply should be clearly marked as a "Reply to a Notice of Violation" and should include: (1) the reason for the violation, or if contested, the basis for disputing the violation, (2) the corrective steps that have been taken and the results achieved, (3) the corrective steps that will be taken to avoid further violations, and (4) the date when full compliance will be achieved. Send your response to the Inspection Agency listed above.

Date:


By: Gene Forrer, Health Physicist

For the California Department of Public Health


Approved by: Kent Prendergast, Chief
Inspection, Compliance and Enforcement Section
Richmond Regional Office

* Copies of this notice must be conspicuously posted within two working days after receipt. The employer's response shall be posted within two working days after dispatch by the employer. These documents shall remain posted for a minimum of five working days or until action correcting the violation(s) has been completed, whichever is later. Posting shall appear in a sufficient number of places to permit individuals to observe them on the way to or from any particular work location to which this notice is applicable. (California Code Regulations, Title 17, section 30255(c) (4), (5))

The Mercury News

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Bay Area transportation projects to be judged on benefits vs. costs

By Gary Richards
grichards@mercurynews.com

Posted: 11/21/2011 09:42:09 AM PST

Updated: 11/21/2011 09:42:17 AM PST

No longer is a speedier commute the primary way to assess the benefits of 90 of the most expensive transportation projects being considered in the Bay Area over the next 25 years.

The Metropolitan Transportation Commission is looking at factors often ignored when assessing whether it is financially worthwhile to pay millions to widen highways and expand trains. Road fatalities and injuries, emissions reductions, the cost of owning and operating a car and even the health effects of physical inactivity are being considered in the Project Performance Assessment study now under way.

The MTC allocates state and federal funds to the nine Bay Area counties, and without that money some projects rated highly by local agencies could be scrapped — among them light-rail extensions in Santa Clara County, more Caltrain service to San Francisco, and a BART link to Livermore.

Money will be scarce. More than \$180 billion worth of projects is on the wish list in the Bay Area through 2035, while \$70 billion may be available.

"Talk to any business person about not having a benefits-vs.-cost discussion and they'll say, 'Duh, you mean you don't do that?'" said the commission's executive director, Steve Heminger. "They insist on it, but in the transportation profession it is not all that common. ... This levels the playing field."

Transit and toll lanes rise to the top of the financial benefits for every \$1 it will cost to build, operate and maintain

a project.

"This is groundbreaking analysis that could call into question some of the biggest transportation projects," said Stuart Cohen of TransForm, an Oakland-based public transportation advocacy group. "For projects that have a score under 1, or lead to greenhouse gas increases, it will — and should — bring on intense scrutiny."

BART's plan to run express trains and more frequent trains is the highest rated project, with a \$60 to \$1 benefit/cost ratio.

Next is a project many may have never heard about — Treasure Island congestion pricing, at \$59 in benefits per \$1 in costs.

This would impose a toll of around \$5 per trip on all private vehicles registered to Treasure Island residents that enter or exit the island during morning or afternoon commute times. Revenues from the toll, along with the required purchase of transit passes by new residents, would be used to fund Treasure Island transit improvements, including bus service and new ferry service connecting the island to the Ferry Building in San Francisco.

Running express buses through Oakland on the Grand-MacArthur street corridor came in next at \$18 to \$1. Maximizing the efficiency of the existing freeway network in Santa Clara and San Mateo counties through ramp metering, traffic signal improvements along adjacent roads and transit signal priority upgrades had benefits of \$16 to \$1.

Anything over \$7 to \$1 in benefits is considered a

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The Mercury News

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high-performing project, while those with a \$1 to \$1 ratio or less are rated poorly.

The BART-to-San Jose extension through the downtown area had \$5 in benefits to \$1 in costs.

"We've recognized that as a region, we don't have the resources to build every transportation project that we'd like to build, and scarcity requires us to adopt a more principled approach to prioritizing projects based on needs and objectives, rather than on logrolling and backroom politicking," said Sam Liccardo, a San Jose council member and MTC commissioner. "I wasn't terribly surprised by the results.

"The cost-benefit analysis confirmed what the voters of Santa Clara County have long believed: The benefits of BART to Silicon Valley heavily outweigh its considerable costs, and it performs extremely well on reducing greenhouse gas emissions and transportation costs."

But at risk are light rail and express buses through the South Bay, the Dumbarton commuter train from the East Bay to the Peninsula, and extending BART to Livemore. All had a benefit/cost ratio of \$1 or less.

"One of the clear losers in the assessment was light rail in Santa Clara County," Cohen said. "Most of the potential extensions would go through low-density areas and would have low ridership.

"But the most hideous loser is BART to Livemore. This \$4.2 million boondoggle shows almost no benefit," said Cohen, "and it would suck up billions needed to keep BART from falling to pieces."

The report will be presented to the MTC board next month and voted on early next year.

Contact Gary Richards at 408.920.5325

- BART improvements (express trains, more frequent service): \$60
- Treasure Island congestion pricing: \$59
- Bus rapid transit on Grand-MacArthur in Oakland: \$18
- Improving freeway and adjacent city streets through ramp metering, signal coordination, incident management and transit vehicle signal priority in Santa Clara and San Mateo counties: \$16
- Irvington BART station: \$12

- Muni transit improvements: \$11
- Merging lanes on Highway 85 from El Camino Real to Winchester Boulevard: \$7
- Connecting road from I-680 to I-880 between Fremont and Union City: \$7
- Highway 239 expressway from Brentwood to Tracy: \$7
- Highway 101 carpool extension from Whipple Avenue in Redwood City to Cesar Chavez Street in San Francisco: \$6
- Express buses on Van Ness Avenue in San Francisco: \$6
- Express lanes in Santa Clara County: \$6
- BART to downtown San Jose: \$5
- Express lanes in Alameda County: \$5
- Pavement maintenance on city streets throughout Bay Area: \$5
- I-80 merge lanes from Airbase Parkway in Fairfield to I-680: \$5
- Bicycle and pedestrian improvements throughout Bay Area: \$4 to \$5
- Hwy. 84-I-680 interchange upgrade: \$4
- Hwy. 4 bypass from Hwy. 160 to Walnut Avenue in Walnut Creek: \$4
- I-680-Hwy. 4 interchange: \$3
- Hwy. 152 realignment: \$4
- Dumbarton Express buses: \$2
- Express buses on El Camino Real in Santa Clara County: \$1
- Ten hourly Caltrain runs: \$1
- Golden Gate ferry improvements: \$1
- BART to Livemore: \$1
- Dumbarton rail: 80 cents
- Capitol Expressway light rail: 50 cents
- Caltrain downtown San Francisco extension: 10 cents





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The Mercury News

MercuryNews.com

- Union City commuter station: 0
 - Light-rail extensions to Los Gatos and East San Jose: 0
 - Fatalities: \$4.6 million per fatality
 - Injuries: \$64,000 per injury
 - Particulate material: As much as \$32,200 per ton
 - Costs of auto ownership: \$6,290
 - Property damage: \$2,455
 - Costs of physical inactivity per adult: \$1,222
 - Travel time for transit users per person per hour of travel: \$35
 - Travel time for truckers per vehicle per hour: \$26
 - Travel time for motorists per vehicle per hour: \$16
- Source: Metropolitan Transportation Commission




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How 3D TV is going to change the look of 2D shows

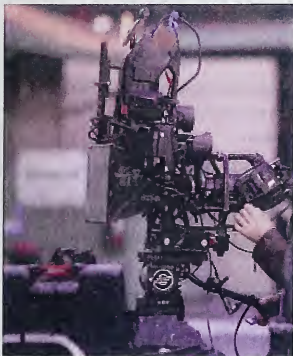


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by **Daniel Terdiman** [\[http://www.cnet.com/profile/Daniel+Terdiman/\]](http://www.cnet.com/profile/Daniel+Terdiman/) | November 23, 2011 3:52 PM PST

Comments

[772_3-57330803-52/how-3d-tv-is-going-to-change-the-look-of-2d-shows/#postComments\]](#)



In order to film in 3D, two normal cameras are placed side-by-side. But because the lenses can't fit side-by-side at the necessary distance, one has to be facing downwards, with a mirror used to reflect the image.

(Credit: Indigo Films)

SAN FRANCISCO--Despite the relative dearth of 3D television programming, sales of **3D TVs** [\[http://www.cnet.com/3d-tv/\]](http://www.cnet.com/3d-tv/) are on the rise. But for those who make that programming, the biggest challenge of all may be simultaneously producing 2D versions of the same shows.

On a recent Tuesday, I had the chance to visit the Treasure Island set of "**I (Almost) Got Away with It**" [\[http://investigation.discovery.com/tv/i-almost-got-away-with-it/\]](http://investigation.discovery.com/tv/i-almost-got-away-with-it/), an Investigation Discovery (ID) channel program about fugitives' near

escapes from the law that's made by Indigo Films
[\[http://www.indigofilms.com/\]](http://www.indigofilms.com/).

Although most people who watch the show do so in normal 2D, Indigo has recently been shooting a 3D version of it at the same time for 3Net
[\[http://www.cnet.com/8301-31021_3-20031396-260.html\]](http://www.cnet.com/8301-31021_3-20031396-260.html), the 3D programming joint venture owned by Discovery, Imax, and Sony. 3Net is aiming to be among the earliest to take advantage of growing sales of 3D TVs.

In a recent study, NPD reported [\[http://www.cnet.com/8301-13506_3-57329573-17/3dtv-sales-rise-but-do-owners-care-about-the-third-dimension/\]](http://www.cnet.com/8301-13506_3-57329573-17/3dtv-sales-rise-but-do-owners-care-about-the-third-dimension/) 6.6 million sales of the new TVs in the third quarter, up 27 percent from the previous quarter. But NPD also said that there is a "lack of 3D content and services" available to those buyers.

And that's where production companies like Indigo Films, which have been creating the content that will fill 3Net's schedule, come into play. According to David Frank, Indigo Films' president and executive producer, ID asked Indigo to start making 3D episodes of "I (Almost) Got Away with It," but didn't want that new production to impact the filming of the 2D version. So Frank's mandate became producing the two in tandem.

You might think that means filming the 3D version and then going back and doing it again in 2D. Or vice versa. But Frank said that's not the case at all. Rather, his team had to figure out how to shoot both versions at the same time.

In truth, Frank told me as we watched the filming of an episode about Mexican authorities' capture of some drug suspects, shooting the 2D and 3D versions isn't really the hard part. That's because the 3D content is shot in stereo using two normal cameras placed alongside each other. In order to create the 3D version, the film from both cameras is used. For the 2D, only one is used.

But there are a series of informal rules that govern 3D content, Frank explained, such as how long a single shot can go. Go too long and audience members may start to feel ill. So while the cameras may be the same, the need to adhere to these guidelines are likely to start affecting the shots used even in the 2D versions of shows. And if that's true, those watching the legacy versions of shows may begin to see shorter and shorter scenes as directors attempt to avoid giving 3D viewers headaches or nausea.

Another difference 2D viewers may see is more wide or medium shots, which are better for 3D programming. While a traditional shot may include a close-up of something like a pen, the 3D version doesn't need to do that. Rather, a wider angle of the pen may do the trick, Frank said.

At the same time, the ideal pacing of 3D shows is likely to be different than that of 2D versions, with 2D shows going at a faster pace and 3D scenes unfolding more slowly in order to allow the magnitude of the wider shots to impact the audience, Frank explained.

One way to implement that is to use different music scores. As a result, those watching the same show in 2D and 3D will likely see all the same footage, and the same script will be used, but the different versions will feature music scores set to the different speeds of the two versions.

"For 2D, the regular version, it's fast paced editing," said Frank. "It will have fast music, maybe with rock and roll, or drums...With 3D, you'll have a wide shot, with the trees or the street popping, and you hold on the shots. So the editing is slower, and the pacing is slower. And the music is a slower beat."

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Daniel Terdiman is a staff writer at CNET News covering games, Net culture, and everything in between.

NEWS10

SACRAMENTO - STOCKTON - MODESTO

Wineries and beautiful views on Treasure Island

10:44 AM, Nov 23, 2011 | comments

Written by
Jeff Maher

FILED UNDER

News
Special Reports

SAN FRANCISCO, CA - In part two of my recent San Francisco excursion, I took in a breathtaking demonstration of aeronautical mastery then headed to an island concealing treasures that locals don't even know about.

It seems I picked the perfect weekend to take a trip to San Francisco. Not only were there more things to do than I could choose from, but it was also "Fleet Week," dedicated to our armed forces in the air and sea, and a chance for me and thousands of others to see the Blue Angels.

But my time with the Angels did not come without a price. By the time I got back to my vehicle, I had a \$90 parking ticket on the windshield. Wonderful! That, along with the crowds and difficulty finding parking was my cue to get out of downtown for a bit. So I went to a place I had never been before -- Treasure Island.

Upon reaching Treasure Island, I stopped

at what I thought was an old World-War-II era hangar. Turns out, the hangar concealed its own treasure in the form of a winery.

Bryan Kane, who is the head vintner of Winery SF, revealed how wine lovers in the Bay Area are now flocking to Treasure Island to satisfy their palates, "I would say every single day, more and more people are figuring out that Treasure Island is becoming San Francisco's wine country."

Kane says the hangar, built in the 1940s by the Navy, is large enough to accommodate as many as 1,000 people for special events.

He explained that the grapes are brought in from northern regions, synonymous with great wine, like Napa and Sonoma. Some of the wine is made on site, and there are plenty of free samples to go around," said Kane.

Megan Nunes, who was visiting Winery SF for the first time said, "So it's kind of like,

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SACRAMENTO - STOCKTON - MODESTO

people that are from here don't even know about it, so it's cool that we get that sneak preview, per say, into something that is not very advertised, so it's really cool. A hidden treasure, on Treasure Island, fancy that!"

During my visit, it was also revealed to me that Treasure Island features one of the best views of the San Francisco cityscape, and if I were to stand at the right spot, at the right moment, I would be privy to another one of the island's great secrets-- an exquisite sunset beneath the Golden Gate Bridge.

The dense fog bank unfortunately prevented my experiencing the sun dipping down beyond the bridge, but the view was spectacular nonetheless and provided a fitting end to a wonderful day.

News10/KXTV

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Wine Tasting from TREASURE ISLAND to LIVERMORE

Meet The Wine Mavericks of Treasure Island

by Denise Kouzoujian

What are mavericks? Well, there are many ways to describe these prominent individuals: Forward thinking, headstrong, passionate, unique people, who are willfully independent, brutally honest, full of conviction and integrity, and make great wine! Today's destination: Treasure Island – San Francisco's coolest wine stop!

1. Robert Amox, vintner and winemaker of Bodega Wine Estates', Knightswood Vineyards and Winery is a native San Franciscan who began his journey as a grape grower in the Russian River Valley. Over the past five years, he has been making wine on "TI" from grapes sourced from his Sonoma County home base. Robert is often in the tasting room, greeting guests, answering questions, and exchanging wonderful recipes! "Food and wine are not just inseparable, they are one and the same" he says. "My objective is to craft memorable wines with depth and longevity, to be enjoyed around the table with friends."

TREASURE ISLAND

BODEGA WINE ESTATES

751 13th Street at Avenue, Treasure Island, San Francisco
Fri, Sat and Sun from 11 to 6pm • Free testing for two with ad
A collection of family wineries – vine venue promises a truly unique and enjoyable wine tasting experience with spectacular views of the City. Bring your lunch/picnic to enjoy with wine on the terrace.
Knightswood wines are crafted to allow them express the nature of the vineyard's locale, giving voice to the elements of sun, wind and rain unique to each.

Stein Family Wines – Got honest wine? We do. Our wines celebrate being alive and show life's creative essence. We make sure the folks who grow and make it enjoy some of its dreams, too. Why? Because fair is fair. Great wines made the right way: steinfamilywines.com/donations.

KENDRIC VINEYARDS

Treasure Island San Francisco
(707) 363-9462 • www.kendricvineyards.com
Coming soon to Treasure Island! Kendric Vineyards crafts cellar-worthy Pinot Noir and Syrah from our vineyards in Marin and Amador counties. We are excited to open alongside the other artisan wineries of Treasure Island in late November."



THE WINERY SF

Treasure Island, San Francisco, 415-SF • JUICE • www.winery-sf.com
Open Daily 12p-6p. Tours available by appointment.
The Winery SF brings the California wine experience to San Francisco. Our facility allows visitors to experience the wine making process first-hand while enjoying award-winning wines including VIE and Sol Rouge.

LIVERMORE WINE COUNTRY

LONGEVITY WINES

2271 South Vasco Rd. Livermore, 925-443-WINE
The winery is family owned and operated by Phil and Debra Long, along with their resident wine dog, Preston. Come and enjoy tasting Longevity's flagship wines, "Deb-a-ree", their Rhone style blend, and "Philosophy", their Bordeaux style blend as well as many others.



2. Josh Stein, vintner and winemaker of Stein Family Wines & Just Joshin Wines – Sharing a location with Robert Amox, at Bodega Wine Estates, Josh's wines are truly delectable! Come in and taste Just Joshin 2007 Tempranillo, received an 89 Best Buy, 2009 Semi-Dry Gewürztraminer, received a 92 points, and the new 2010 Sonoma County Chardonnay that's soon to be released. In addition, Stein Family Wines takes it one step further, donating 5% of all sales to children of vineyard workers in the form of college scholarships and support funding. It's all good!
3. Stewart Johnson, grape grower and winemaker of Kendric Vineyards – Among the first to plant pinot noir in Marin County, Stew is the newest Maverick to join the early adopters on Treasure Island. "It's no wonder TI has turned into a winemakers' enclave – affordable space, cool weather, proximity to San Francisco and the East Bay, and the view coming off the bridge are all obvious points in its favor. Beyond this, there is also a wide open, Wild West vibe to the place. It feels like a good place practice your craft in your own way." Construction well under way, Kendric Vineyards' tasting room Grand Opening is just around the bend.
4. Bryan Kane, vintner and winemaker at The Winery SF, located in the Renovated Naval Hangar – "I don't consider myself a maverick. I'm a San Francisco resident that is passionate about making wine. After making wine up in Napa and Sonoma for years, I wanted to bring the winery experience to San Francisco and share it with my friends, family and community. I can't think of a better place to do it than on the waterfront along San Francisco Bay with the best views of our great city!"

Take a trip to Treasure Island, visit these fantastic winemakers, and raise a glass to Robert, Josh, Stewart and Bryan... "The Wine Mavericks of Treasure Island." Tell them I sent you!





THE TREASURE TROVE



TREASURE ISLAND JOB CORPS CENTER • WEEKLY UPDATE

12/02/11

THIS WEEK

- ~Career Corner-Opportunity Knocks
- ~TIJCC 2011 Thanksgiving Takes
- ~Giving to Receive: TIJCC Staff Receive Community Kudos from the TIDA
- ~Community Connection: New Partnerships & Collaborations to Enhance Student Outcomes
- ~Grad 90 Breakfast Welcomes Alumni Success as Speaker
- ~Winter Break Dates
- ~Welcome New Students
- ~Spectacular Student Scores
- ~Toys for Tots Holiday Grab Bag
- ~Safety Officer Alex Wong's Tip of the Week
- ~Adams Family Fables

CAREER CORNER

OPPORTUNITY KNOCKS!

Corporate Vacancies

Columbia, MA – Corporate Purchasing Manager

Other Centers' Management Vacancies

Atterbury – Associate F&A Director, Safety/Security Manager, Social Development Manager, Deputy Center Director

Exeter – Center Shift Supervisor

Gadsden – Deputy Center Director

Glenmont – Deputy Center Director

Grafton – Dorm Supervisor, Center Shift Manager

Joliet – NONE

Little Rock – Deputy Center Director, Finance Manager

Red Rock – Dorm Supervisor

Shriver – Finance Manager, Social Development Manager

Woodland – Center Director

Woodstock – Dorm Supervisor, Wellness Manager

TIJCC Vacancies

LVN/Disability Coordinator

Residential Advisor

Safety/Security Advisor

Senior Cook

CTT Instructor – Advanced Culinary

HVAC Engineer

If you are interested in any of these positions, please contact the Treasure Island Center HR Manager, Ms. Anny Fong, at 415-217-7984 or fong.anny@jobcorps.org for assistance with the application process.



New Hire Orientation (NHO) is scheduled on every 1st and 2nd Thursday of the month in the HR Training Room. All TIJCC employees must complete NHO within 90 days from their date of hire. If you have any questions or require assistance, please contact Mr. Armando Lopez, the HR/Staff Training Coordinator, at 415-352-2477 or lopez.amando@jobcorps.org.

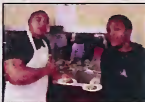
TREASURE ISLAND JOB CORPS CENTER 2011 THANKSGIVING TAKES!

Three words describe this year's 2011 Thanksgiving celebrations and festivities – Joyous, Jubilant and GENEROUS!

Students and staff pulled up their sleeves and joined hands to cook, consume, and clean up after a delicious meal in the cafeteria.

Cafeteria and Culinary staff joined together to serve a delicious repast of roast turkey with gravy and stuffing, baked ham, prime rib, garlic mashed potatoes, steamed green beans, sweet potato pie, apple pie, & pumpkin pie.

The meal was served at both first and second lunches while Student Leaders; marshaled by SGA & Peer Leadership Coordinator Darion Eastman; served, bussed, and broke bread to give thanks for blessings received.



Staff and students alike prepared, served, and enjoyed a delicious Thanksgiving lunch with all of the trimmings!

CONTINUED ON PAGE 2!



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12/02/11



partake. What more could one ask for? Happy Holidays - the TIJCC way!
~Wilhelmina Parker, BCL Director

TIJCC 2011 THANKSGIVING TAKES – CONTINUED FROM PG. 1

Not to be outdone, Culinary Instructor Extraordinaire Chef Barbara Joyner "threw down" a delicious meal at the CPP luncheon. The CPP luncheons are a weekly luncheon attended by staff and new students to welcome, guide and support students in transition to life as a student at TIJCC. Facilitated by Counseling Manager Ms. Babette Connor and staff, the luncheons are characterized by mentoring and management of adequate transition.

This luncheon menu brought the house down with warmth and welcoming! Pumpkin pie, turkey, gravy and all the fixings were generously provided and prepared for all to



GIVING TO RECEIVE: TIJCC STAFF RECEIVE COMMUNITY KUDOS FROM THE TREASURE ISLAND DEVELOPMENT AUTHORITY

Painting Instructor Chris Coleman (left) and Carpentry Instructor Jack Reisner (below) were honored recipients at the Treasure Island Development Authority (TIDA) gathering. The duo were honored with awards for spearheading countless hours of volunteer work and community service to beautify our wonderful Treasure Island/Yerba Buena Island paradise.

Treasure Island Director of Operations Mirian Saez:

"I would like to take a moment please and recognize a true partner on the island, that is Job Corps, and if Chris Coleman and Jack Reisner both come forward. These two are both instructors and representatives of the Painters union and the carpenters, and we have a certificate of honor from the Mayor's office for their assistance to the island community. If the chair will present and I will read the following certificate from Mayor Lee." "Whereas on behalf of the City and County of San Francisco, I am pleased to recognize and honor the Treasure Island Job Corps building trades program and the Treasure Island Job Corps students and instructors for their hard work and dedication in improving assistance to special projects throughout the island. These special projects allowed real life job training experience in the areas of painting, carpentry and masonry. Your leadership, dedication and commitment to the island have been extremely valuable and speak to the spirit of cooperation between local and federal government. Many thanks and best wishes in all of your teacher endeavors," Mayor Edwin Lee.

Treasure Island Development authority President Linda Richardson:

"On behalf of Mayor Lee and my esteemed fellow commissioners, I would like to present you this award to let you know that the TIDA Board and the City of San Francisco appreciate all the excellent work that you are performing on the island and to let you know that your programs are the model for the entire nation, with honor, I would like to present this to you please"

A well earned COMMUNITY KUDOS TO the duo. Congratulations on the honor!



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COMMUNITY CONNECTION: NEW PARTNERSHIPS & COLLABORATIONS TO ENHANCE STUDENT OUTCOMES

In keeping with TIJCC values of robust experiential learning to reinforce classroom training, we are pleased to announce two brand new collaborations!



Left photo: Rich Rovetti, TIDA; TIJCC WBL Supervisor, Krista Vendetti; Dan Stone, JSCO; and Saif Hodzic, JSCO. Right Photo: Robert Leahy, Equity Service Manager; Lisa, Equity Property Manager; Jen Jensen, Equity Recruiter, Northern CA; Mike Breton, Equity Service Manager

Treasure Island Job Corps Builds Work Based Learning Partnership with JSCO

Recently, Treasure Island Job Corps Construction Trades Program entered into a Work Based Learning Partnership for Construction Trades Students to enhance employability and develop job opportunities with JSCO. The MOU outlines a mutually beneficial partnership which allows our construction students to gain valuable work experience. Mr. Dan Stone of JSCO (seen here with Ms. Krista Vendetti – Work Based Learning Supervisor), has been a long time ally and advocate for learning and skill acquisition to prepare our students for the work world. We are pleased to embark on a mutually rewarding relationship.

Employment Partnership with Equity Residential

Employment Recruiter and Site Managers from Equity Residential Property Management Company came out to TIJCC to tour the facility and interview candidates for the 'Apprenticeship to Hire' program. Equity staff were so impressed with TI trainees, they chose three trainees from the Facility Maintenance program to participate in a 6-week apprenticeship. Upon successful completion of the apprenticeship, trainees will have an opportunity for full-time employment.

During the 6-week assignment each trainee will be paired with a seasoned Service Manager for mentoring and training. Trainees will work on residential sites throughout the Bay Area assisting with projects on site such as pool maintenance, remodeling units and HVAC repairs. One of the sites has over 400 units and over 1,000 residents. If trainees are hired on with Equity, they will have the opportunity to live on an Equity Residential site with 20% off their rent! To top it off, all trainees selected for the apprenticeship program will receive a free set of tools paid for by Equity Residential!

Please congratulate trainees: **Daniel Monroe, Maximum Franklin and Bismark Rojas** for being selected for this opportunity.

~Wilhelmina Parker, BCL Director & Krista Vendetti, WBL Supervisor





GRAD 90 BREAKFAST WELCOMES ALUMNI SUCCESS AS SPEAKER



The Grad 90 breakfast speaker for November was no stranger to Treasure Island Job Corps. In fact, one Grad 90 student was surprised to see his old roommate speak to the group.

We welcomed **Mr. Brandon Jones**, a recent graduate from Treasure Island Job Corps Electrical Program in January of 2011, as our featured speaker. After graduating from TIJCC, he transferred to and completed the A+ IT (Information Technology) program at Edison Job Corps in Edison, NJ at the end of June 2011.

Brandon spoke to the students about his experience at Job Corps and about what kept him motivated. He mentioned that TIJCC taught him a key competency: following protocols and procedures. He mentioned that learning to follow rules at TIJCC was really helpful when he transferred to Edison JC. Those skills even now extend usefully in his professional life.

He incorporated in his talk at the Grad 90 Breakfast the importance of the **8 Career Success Standards**:

Workplace Relationships and Ethics, Interpersonal Skills, Personal Growth and Development, Independent Living, Career and Personal Planning, Communications, Multicultural Awareness, and Information Management.

These Career Success Standards, he stated, were "common sense" values critical to success. In his presentation, he incorporated life lessons and values learned from instructors and mentors; including his IT instructor at Edison.

Brandon's goal is to be an IT director. Since September, Brandon has taken the steps to accomplish this goal, is working in the corporate office at Western Athletic Club in San Francisco. He is the youngest IT Help Desk Technician in a crew of four. He stated that when he applied for the job, he was the only candidate with little work experience. Throughout the extensive application process, Mr. Jones remained in constant contact through e-mail and phone conversations with the IT supervisor; using that example to emphasize the importance of follow up and adequate communication.

Further validating the Job Corps ideal, Mr. Jones reiterated the importance of other Job Corps values such as a "clean and sober" lifestyle, which ultimately won him the job!

During the Q & A session, Mr. Jones answered questions naturally and with ease. Bringing honesty and laughter to the group he affirmed and motivated the Grad 90 students to excel towards career success.

Many thanks to Mr. Brandon Jones; an excellent representative of Job Corps' finest.

~Rachel Hoobing - Proud Career Transitions Specialist staff of Brandon Jones

GET READY... WINTER BREAK IS ALMOST HERE!

The 2011-2012 Winter Break will be 19 consecutive days, including 11 weekdays, the Christmas and New Year's holidays, and three weekends. This year's Winter Break will begin Friday, December 16, 2011 (normal classes ending Thursday, December 15, 2011) and continue through Tuesday, January 3, 2012 (normal classes resuming on Wednesday, January 4, 2012).





12/02/11

WELCOME OUR NEW STUDENTS!



**CHRISTOPHER
BEETS, MIGUEL
BRISNEO JR, KELLI
CLARK, MARIO
JONES, DAYONNA
NICHOLSON, CARLOS
OBANDO, CHARLES
STEELMAN,
& AMINA WATERS**

11/21/11 ARRIVALS NOT PICTURED:

**TERRANCE BESTEDA, JASHIA CHATMAN,
JOSE GONZALEZ-BREMOUNTZ, MIKO
JALEEL, JERIC MUNOZ, JAMES PARR JR,
& YENCY VEGA BELTRAN**

SPECTACULAR STUDENT SCORES!!

This week, these student stars made significant improvements on their TABE scores. Student names in bold scored high enough to join the 600 Club!



WAY TO GO!

Maila Helson, Deonte Ganes, Kiara Adams, Quashiana Nickson, Ragee Orr, Victor Estrada, **Kae Aichelle, Cailliah Brewer, Phyllesha Coulter, Vanessa O'Neill, Vanessa Vasquez, Kristofer Castillo, Gerrah Lampkin, & Huiqing Xie**

TOYS FOR TOTS HOLIDAY GRAB BAG



The Career Development Department will sponsor a "Toys for Tots" Holiday Grab Bag for TIJCC students with children. We are asking for Center staff participation in the event starting December 5th.

Instructions: Stop by the Career Development Office located in Bldg. 366, Rm. 367, select name(s) of the child(ren), purchase an age appropriate gift(s), wrap the gift(s) and make sure the child(ren)'s name(s) are on the gift. Bring the wrapped gift to the Career Development Office by December 12th. The students will be notified to pick up their children's gifts on December 13th. We appreciate your support. Happy Holidays!

SAFETY OFFICER ALEX WONG'S SAFETY TIP OF THE WEEK!



**HEARING PROTECTION IS A
SOUND INVESTMENT!**





Adams Family Fables

December 2, 2011

Volume:10 Number: 45



In This Edition:
Food Drive Frenzy

Eating Up the Bistro Biz

Fair Times in Maryland

Breaking News from our
Buddies

Upcoming Events:

Dec 7 & 8th: Center
Directors Meeting,
Columbia, MD

Dec 7th: Subcontracting
Training, Columbia, MD

Dec 8th: Subcontracting
Training, Worcester, MA

Jan 9 -13th: Winter CIPS,
Columbia, MD

TI'S TERRIFIC FOOD DRIVE

BCL Wilhelmina Parker reports that 175 Treasure Island students recently participated in a food drive for San Francisco's Chinese Newcomers Service Center (CNSC). The organization provides support to non-English speaking Chinese immigrants and residents across the San Francisco Bay area. TI students were featured in CNSC's most recent newsletter, but the Editor was unable to read it since it was written in Chinese! In other TI news, be sure to visit the Center for *Wood-fired Wednesdays*! Urban Farm Coordinator Corey Block reports that Advanced Culinary students fire up the outdoor oven every Wednesday, using products grown on campus at the *Michelle Obama Green Acre*.

COLE'S BISTRO GOES VIRAL

The *Google Alerts* for the Woodland Center have gone into overdrive this past few weeks, almost (!I said almost) rivaling email alerts sent by Philly Division Chief Joseph Nagel. As first reported by *The Fables*, the Woodland Center opened a student-run café named after Regional Director Francis Cole. After the grand opening last month, newspaper reporters from across Maryland have flocked to *Cole's Bistro* to sample the cuisine prepared by Woodland's Advanced Culinary Arts students. Woodland stories have been featured in the Washington Post, Maryland Gazette and the Examiner.com to name a few. *The Examiner.com's* DC Customer Service reporter, Dr. Charles Metzger reports that the Cole Bistro story had more than 10,000 hits last week, making it the most viewed story 4 days in a row on Examiner.com. Here is *The Washington Post's* story on The Bistro. http://www.washingtonpost.com/local/culinary-students-find-recipe-for-success/2011/11/21/gIQA0ctJoN_story.html

WOODSTOCK HOSTS COLLEGE FAIR

Up the road at the Woodstock Center, Maryland CTS staff held their 7th *Annual College Fair* for Woodstock and Woodland students. Seventeen colleges including Pittsburgh Technical Institute, Howard County Community College, CCBC, Sojourner Douglas, Liberty University, Montgomery College, Marymount University and The Art Institute participated in this event.

FRIENDS IN THE NEWS

HBI VP Keith Albright reports that Grafton's HBI Electrical Instructor Butch Nadeau and the Center's Weatherization program, as well as Woodstock's HBI Electrical Wiring Instructor Robert Ponzo and students were recently featured in HBI's newsletter, *HBI@Work*. Woodstock's Electrical students recently competed in a solar decathlon sponsored by the U.S. Department of Energy. Meanwhile, Chantel Minish reports that MPF has updated *Job Corps' Employer Outreach* materials. Center and CTS staff should go to the Job Corps Material Marketplace at <http://www.mpf.com/jcmaterials/> to order or download new materials.





TREASURE ISLAND DEVELOPMENT AUTHORITY
410 AVENUE OF THE PALMS,
BLDG. ONE, 2ND FLOOR, TREASURE ISLAND
SAN FRANCISCO, CA 94130
(415) 274-0660 FAX (415) 274-0299
WWW.SFGOV.ORG/TREASUREISLAND

NOTICE OF MEETING CANCELLATION

Please note that the Tuesday, December 6th, 2011 meeting of the Treasure Island/ Yerba Buena Island Citizens' Advisory Board (CAB) has been CANCELLED.

We'll be in touch in 2012 regarding the next meeting.

Please contact Matt Kruczynski at (415) 554-6959 with any questions.

MEETING AGENDAS AVAILABLE ON E-MAIL

If you would like to receive TICAB meeting agendas by e-mail, please send your name and e-mail address to TICAB@sfgov.org.

Disability Access

The Treasure/ Yerba Buena Island Citizen Advisory Board meets on Treasure Island in Building 442, City Hall, 1 Dr. Carlton Goodlett Place or at the San Francisco Redevelopment Agency. All buildings are accessible to persons using wheelchairs, and others with disabilities. For American Sign Language interpreters or use of a reader during a meeting, a sound enhancement system, and/or alternative formats of the agenda and minutes, please telephone 554-6789 or 274-0660 at least 48 hours before a meeting.

In order to assist the City's efforts to accommodate persons with severe allergies, environmental illnesses, multiple chemical sensitivity or related disabilities, attendees at public meetings are reminded that other attendees may be sensitive to various chemical based products. Please help the City accommodate these individuals.

The ringing of and use of cell phones, pagers, and similar sound-producing electronic devices are prohibited at this meeting. Please be advised that the Chair may order the removal from the meeting room of any person(s) responsible for the ringing or use of a cell phone, pager, or other similar sound-producing devices.

The closest accessible BART is Civic Center, three blocks from the City Hall at the intersection of Market, Grove and Hyde Streets. Accessible MUNI lines serving this location are: #42 Downtown Loop, 9 San Bruno and the #71 Haight/Noriega. Accessible Muni Metro lines are J, K, L, M and N stopping at the Muni Metro Civic Center Station at Market and Van Ness. For more information about MUNI accessible services, call 923-6142. Accessible curbside parking is available on Grove Street.

TREASURE ISLAND WEBSITE

Check out the Treasure Island website at www.sfgov.org/treasureisland to find out about activities and facilities on Treasure Island, special events venues for rent, or to review the Treasure Island Development Authority's agendas and minutes.

Lobbyist Ordinance

Individuals and entities that influence or attempt to influence local legislative or administrative action may be required by the San Francisco Lobbyist Ordinance [SF Campaign and Governmental Code 2.100] to register and report lobbying activity. For more information about the Lobbyist Ordinance, please contact the Ethics Commission at 30 Van Ness Avenue, Suite 3900, San Francisco, CA 94102, telephone (415) 581-2300, fax (415) 581-2317 and web site <http://www.sfgov.org/ethics/>.

Know Your Rights Under the Sunshine Ordinance

Government's duty is to serve the public, reaching its decisions in full view of the public. Commissions, boards, councils and other agencies of the City and County exist to conduct the people's business. The Sunshine Ordinance assures that deliberations are conducted before the people and that City operations are open to the people's review.

For more information on your rights under the Sunshine Ordinance [Chapter 67 of the San Francisco Administrative Code] or to report a violation of the ordinance, contact Donna Hall by mail at Sunshine Ordinance Task Force at City Hall, Room 409, 1 Carlton B. Goodlett Place, San Francisco, CA 94102-4683. The Task Force's telephone and fax numbers are (415) 554-7724 and (415) 554-5163 (fax) or by email at Donna_Hall@sfgov.org. Copies of the Sunshine Ordinance can be obtained from the Clerk of the Sunshine Task Force, the San Francisco Public Library and on the City's website at www.sfgov.org/bdsuprvr/sunshine/ordinance.



THE CHANGING TIDE

Winter 2011

Celebrating Dockwalkers!

The California Department of Boating and Waterways and the California Coastal Commission's and Boating Clean & Green Program, Santa Monica Bay Restoration Foundation, and Keep the Delta Clean Program would like to express their deep gratitude to all Dockwalker* volunteers. More than 5,250 packets were distributed throughout California. Thank you to all the Dockwalkers and all the organizations that support the program. Working together made this year another success!

Since the year 2000, more than 600 volunteers have become Dockwalkers and more than 90,000 boater kits have been distributed throughout California.

The following Dockwalkers administered and returned the highest number of surveys and will join the ranks in our Dockwalker Hall of Fame.

Steven Ethington, Los Angeles
Charlie Duncan, Shasta
Sabrina Larsen, Napa
Jesse Hewson, Napa
Dave Gorton, San Joaquin
Cynthia Madrid, San Joaquin
Mel Widawski, Los Angeles
Lauren Guillian, Santa Cruz
James Goff, Sacramento
James Fitzgerald, Sonoma

Tommy Holtzman, Sacramento
Jah Mackey, Contra Costa
Jennie Fisher, Ventura
Jane Stewart, San Diego
Gaylord Van Dyne, Santa Clara
Robert Sebring, Alameda
Larry Mayne, Santa Clara
Sonia Foster, Contra Costa
Suzanne Weber, Orange
Priscilla Minkel, Solano

Awards included West Marine jackets, See's Candies and California Pizza Kitchen gift certificates, Aquarium of The Pacific and Aquarium of The Bay tickets, Trader Joe's gift baskets, Brita Water Filtration pitcher, and Starbucks coffee. All awards were graciously donated to the Santa Monica Bay Restoration Foundation.

*Dockwalkers are trained volunteers who conduct face-to-face boater education and distribute boater kits with educational materials while visiting marinas, boat launch ramps, boat shows and events. Hours spent training or educating the public qualify as community service. Marinas also benefit from the Dockwalker Program. Involvement in this program provides marinas with the educational materials and tools to operate a clean boating facility and minimize water quality impacts.

To learn more about the Dockwalker Program, upcoming trainings or to schedule a training class, visit www.dbw.ca.gov or coast4u.org (click on "Boating Clean & Green"). You may also contact the program coordinator, Vivian Matuk, at (415) 904-6905 / vmatuk@coastal.ca.gov.

California Motorized Boater Survey Report Out Now!

In an effort to better understand motorized boating in California, between October 2007 and October 2009, the California Department of Boating and Waterways and California Coastal Commission's Boating Clean and Green Program, Santa Monica Bay Restoration Foundation, and Keep the Delta Clean Program (partners) conducted a survey of motorized boaters about their attitudes, opinions, and knowledge of boating related issues. The partners are pleased to announce the release of the final report. Thanks to all the boaters who filled out a survey. A total of 5,735 surveys were completed!

Findings from this survey (see back cover) support the continued need of promoting environmentally sound boating practices among the boating community and demonstrate the importance of educational programs like ours.

Considering the survey results, partners plan to focus future education and outreach efforts on preventative engine maintenance, use of pollution prevention tools and recognition of the used oil collection center and sewage pumpout logos, and sewage discharge regulations.

This report would not have been possible without the generous support and assistance of volunteer Dockwalkers and many organizations throughout the State. Funding for this report was provided by the State Water Resources Control Board, the California Department of Boating and Waterways, and a grant from the Clean Vessel Act Program.

This is a great resource for the marine industry as well as boating programs. For a copy of the report, please go to: www.coastal.ca.gov/cbn/materialsforeducators.html.

A California Clean Boating Network Publication presented by the Santa Monica Bay Restoration Foundation, California Department of Boating and Waterways, California Coastal Commission, and the Keep the Delta Clean Program. This publication was funded by support from the Department of Boating and Waterways, the Clean Vessel Act, and Contra Costa County.



Southern California Chapter



bay restoration foundation
STEWARDS OF SANTA MONICA BAY



Destination Series:

Oceanside Harbor

Oceanside Harbor, home to over 900 boats, is located in North San Diego County, halfway between Dana Point and San Diego. The harbor is a full-service facility, offering boat repair services, fuel, supplies, boat sales, and restaurants in a friendly, small-town atmosphere.

Contributing writer: Frank Quan,
Oceanside Harbor and Beaches Coordinator

As part of Oceanside's continuous renovations, the harbor recently unveiled a new beach restroom and are in the process of finishing guest dock renovations.

In 2004, Oceanside was the first public marina to be designated a Clean Marina. Among the environmental amenities are the filtration system at the launch ramp boat wash, two vessel sewage pump-outs (one near the launch ramp, one at the guest dock), a used oil recycling station, monofilament fishing line recycling containers at the fishing pier, and ten cigarette butt collection units placed in the harbor: 2 on the pier; 1 at Buccaneer Beach; 4 along the strand.

Each month, Oceanside Harbor staff create statements that track the total number of butts collected for the month, the daily average, and a running total for the program. Since February 2008, Oceanside Harbor has collected over 351,000 cigarette butts. The average number of butts collected each day is 517 butts. It takes about 15 days to 1 month to fill one receptacle and each unit holds about 1,000 cigarette butts. These butts are collected by Innovagreen Systems and are recycled into usable plastic products, thus keeping them out of landfills.



Photo by: Steve Rodriguez

Example of a cigarette butt receptacle installed throughout the harbor and beach area. Oceanside's cigarette butt recycling program is a very popular one with harbor visitors.



Photo by: Steve Rodriguez

Green Clean Environmental hydro scrubbing the docks with a machine that collects and recycles wastewater through a quad filter system. Very little water is spilled into the harbor and the docks are scrubbed clean. This is the most effective and environmentally friendly method used by the harbor to remove bird droppings from docks.



Photo by: Steve Rodriguez

Trash Patrol picking up debris around the harbor.

For more information, please contact (760) 435-4000 or
harborstaff@ci.oceanside.ca.us

Southern California Chapter



bay restoration foundation
STEWARDS OF SANTA MONICA BAY



Marina del Rey, Coastal Cleanup Day



Volunteers celebrate after a day of cleaning up the marina
Photo taken by: Sarah Woodard

For the seventh consecutive year, the Santa Monica Bay Restoration Foundation (SMBRF) hosted the Marina del Rey, in-water kayak cleanup. Equipped with reusable nets, gloves, and buckets, a record 167 volunteers scuba dove, kayaked, and walked the marina, ridding it of 425 pounds of ocean bound trash. Among the kayak volunteers were Assemblywoman Julia Brownley, and City of Santa Monica Mayor Richard Bloom, whom we are forever grateful for showing their support for this amazing cause.

Thanks to kayak donations from UCLA Marina Aquatic Center, Cobra Kayaks, Boat Rentals of America, Los Angeles County Department of Beaches & Harbors, Boys & Girls Club of Venice, Sport Chalet, Marina Harbor Anchorage, and several individual donors; SMBRF was able to accommodate more volunteers than ever before.

Partnering with SMBRF on Coastal Cleanup Day for the first time, Santa Monica Windjammers Yacht Club, S & K Dive Service, Inc., and Hornblower Cruises & Events helped host both scuba and land sites allowing for above and below water surface debris removal.

Local community partners care deeply about the health of Marina del Rey and provided volunteers with breakfast, lunch, snacks, gift bags, t-shirts, and a sustainable raffle giveaway. Thanks to Chipotle, Adventure 16, Islands, The Cheesecake Factory, The Counter, Library Alehouse, Hornblower Cruises & Events, Kleen Kanteen, Tai India Palace, Catalina Island Conservancy, Peet's Coffee & Tea, Panera Bread, Hot Dog on a Stick, Trader Joes, Ralphs, and Naui.

To view pictures from the event, please visit:
www.flickr.com/photos/15398274@N00/

Coastal Cleanup Day started in 1985 as a way to combat the increasing amount of trash along California's shorelines. Since then, the program has expanded and grown into an international effort that is now the largest single-day volunteer event in the world.

Coastal Cleanup Day throughout Los Angeles County was an enormous success thanks to the efforts of Heal the Bay. More than 11,000 volunteers covered 101 miles at cleanup sites throughout the county, picked up 44,000 pounds of trash and recyclables, and prevented more than 22 tons of trash from ending up in the ocean.

While removing trash from beaches, waterways, and inland communities, Coastal Cleanup Day educates the public about the global marine debris problem. People who live inland may feel disconnected from the ocean and not realize that a shocking 80% of marine debris comes from inland communities. Together we can empower ourselves to become part of the solution!



Steven Ethington educates boaters
at 'Adopt a Fuel Dock' event
Photo taken by: Victoria Ippolito

A Special Thank You

Dockwalkers are volunteers who educate and inspire boaters to prevent pollution. Steven Ethington was trained as a Dockwalker in April of 2011. Since then he has volunteered at seven boating events and educated over 180 boaters about pollution prevention. It is with the help of Dockwalkers like Steven that we are able to spread the word about clean boating habits. Steven has recently accepted a job overseas and we would like to say thank you and good luck in your future endeavors.

California Delta Chapter



Willow Berm Marina

Destination Series:

Willow Berm Marina

Willow Berm Marina was built in 1962 and purchased by the current owners in 2001. Personnel are friendly, efficient, helpful, and always working to make their guests feel comfortable at their "second home".

*Contributing writer and photos by
Vickie Baumann, Harbormaster,
Willow Berm Marina*

The marina boasts more than 340 covered and open slips ranging from 18 feet to 80 feet. Amenities include a fuel dock with regular, plus and diesel fuels, and two pump-out stations that are free to visitors, as well as valet pump-outs at each slip. The marina also features a 600-foot guest dock with lighted power stations, picnic benches, swings along the dock, as well as a covered BBQ area that make it ideal for yacht club cruise-ins.

Additionally, Willow Berm has a clubhouse with kitchen facilities, living room with a big screen TV, lending library, and fitness and business centers. Tenants and guests enjoy complimentary continental brunch on weekends. The property also includes onsite yacht brokers, satellite TV, free Wi-Fi, closed-in parking, five remodeled restroom facilities, laundry, ice and 24-hour security. Recent additions include a fleet of bicycles for the Borrow-a-Bike Program, an outdoor shuffleboard and a new bocce ball court.

Willow Berm's location on the Mokelumne River, in the heart of the California Delta, offers boaters easy access to the "fast waters" of the San Joaquin River. Conveniently located between Sacramento and Stockton off I-5, Willow Berm is just two miles off Hwy 12 on the "Delta Loop", where visitors can walk or boat to many restaurants, stores and other facilities.

The marina's distinctive ambiance is created by its resort-like setting, featuring an abundance of lavish gardens with flowers and shade trees and punctuated by a beautiful water feature. A favorite of all tenants and guests, "The Sandbar" is a unique facility fashioned after a Hawaiian "Tiki Hut" including a BBQ, flat screen TV, stereo, seating for 20 and its own little beach. You will feel like you are in the islands!

Service is what Willow Berm is all about. With their keen interest in security and boating safety, the staff continues to educate their tenants and guests using the help of the California Department of Boating and Waterways, California Coastal Commission and Keep the Delta Clean Dockwalkers Program. The marina is also in the process of becoming a "Clean Marina."



Willow Berm Marina



Willow Berm Marina Guest Dock

California Delta Chapter



Honey Pot Day Does the Doo Dah



Delta Honey Pot Day

Photo by: Karen McDowell, San Francisco Estuary Partnership

The first Honey Pot Day in the California Delta successfully took place August 3, 2011. This event was conducted by the San Francisco Estuary Partnership (SFEPP) with federal Clean Vessel Act Funds supplied by the California Department of Boating and Waterways (DBW). SFEPP partnered with BayGreen Marine Sanitation providing free pumpouts for 27 boats during the Delta Doo Dah event, totaling over 300 gallons. More than 100 boaters learned about proper sewage disposal, and 27 recreational boats were provided free pumpout service, totaling more than 300 gallons. Outreach was conducted in partnership with the California Coastal Commission and the California Department of Boating and Waterways' Boating Clean and Green Program to over a hundred boaters, most of which were associated with the Delta Doo Dah.

As James Muller, Environmental Planner with the SFEPP, reports, "We arrived at Willow Berm Marina early in the morning to find our BayGreen ready to begin pumping out boats. An early cruise in from Benicia Yacht Club was leaving that morning, providing staff with a great opportunity to hit the ground running. After the fleet left Willow Berm, we proceeded to travel up the island, visiting a number of marinas and meeting with marina staff and tenants.

Contributing writer: James Muller, San Francisco Estuary Partnership

During a short siesta after our visits that included a quick lunch, I received a phone call from the Delta Doo Dah folks in Potato Slough. They were ready and waiting for us, many boats urgently needed pumpouts. The trip to the anchorage spots in the slough in the afternoon met a fleet of eager Doo Dah'ers who were a bit nervous about their very full holding tanks. Boaters, glad to be rid of their unwanted cargo, met us with smiles and sent us on our way with naught but appreciative comments."

Honey Pot Day is a program that was initiated in Southern California by the Santa Monica Bay Restoration Foundation. The goal of the program is to increase boater awareness to sewage related issues and to promote mobile pumpout use as a viable alternative to dock side stations. The program is funded by a federal clean vessel act grant supplied by DBW.

The next Honey Pot Day took place on October 23, 2011 at select marinas in the San Francisco East Bay from Grand Marina (Alameda) to Marina Bay (Richmond). To participate, or to request more information, contact James Muller at 510-622-2406 or jmuller@waterboards.ca.gov. Remember, if it's your boat, it's your responsibility. So "Dump at the Pump".

Hazardous Materials Collection

The Keep the Delta Clean Program is dedicated to the idea of providing clean and safe boating resources to marinas and boaters.

All collected materials are recycled when possible. Thanks to our marina partners and boaters for helping us keep the Delta clean!

So far we have collected:

Oil filters: 8,250 lbs
Oil absorbents: 9,560 lbs
Marine batteries: 2,000
Used oil: 16,287 gal

Contributing writer: Dan Jordan, Contra Costa County Public Works Dept and Keep the delta Clean Program



Northern California Chapter



Destination Series:

Santa Cruz

The magnitude 9.0 earthquake that occurred on March 11, 2011, in northeastern Japan, generated a tsunami which swept across the Pacific Ocean. The 9.0 magnitude places the quake as the fourth largest in the world since 1900. The resultant tsunami caused significant damage to marine infrastructure at Santa Cruz Harbor to declare it a local, state and federal disaster.

*Contributing writer: Marian Olin
Administrative Services Manager
Santa Cruz Port District*

In the immediate aftermath of the tsunami, Santa Cruz Harbor crews, along with the Coast Guard, California Department of Fish and Game, and other agencies, worked around the clock to clean up debris, remove pollution threats and secure the area.

The harbor is divided by a bridge separating the south and north harbor areas. Initially, it appeared that the north harbor sustained the heaviest damage—one dock was completely destroyed, others were rendered unserviceable, and all docks had hazardous conditions including missing structural components and flotation. Numerous vessels sank. Electrical and water service were disrupted dockside. In the ensuing weeks, it became evident that the south harbor docks had also sustained significant, although less obvious, damage.

Reconstructing Santa Cruz Harbor



Santa Cruz Harbor Invites you to visit as it continues the rebuilding effort.
U-dock in Santa Cruz North harbor on the day of the ribbon-cutting ceremony,
August 26, 2011
Photo by: Santa Cruz Harbor

In all, 23 docks will be reconstructed, and six required extensive repair. The current damage estimate is at \$22 million. The loss of revenue is estimated at \$1,000 per day due to missing facilities.

With help from Federal Emergency Management Agency and California Emergency Management Agency, the California Department of Boating and Waterways (DBW), and numerous regulatory agencies, the harbor is in the process of recovery. U-dock was designed, bid and reconstructed just five months after being completely destroyed. Reconstruction of the v-dock is currently underway and a plan to rebuild and repair all docks has been adopted by the Santa Cruz Port Commission.

The dock repair and reconstruction effort is employing environmentally sensitive and sustainable methods and products. Replacement docks are being pre-fabricated off-site using a recycled plastic lumber product, and will be assembled in place. Piles were driven using a water-jetting technique and silt barriers, lessening turbidity, and creating far less noise than typical "hammer-driven" techniques.

Though full recovery is a couple of years away, and visitor berthing opportunities are limited for the time being, the harbor continues to provide service and has returned to a sense of normalcy. The launch ramp is open and there is a wide array of free environmental services available to boaters, including: bilge and sewage pump-outs, oil absorbent distribution and collection facilitated by Save Our Shores, and monofilament fishing line disposal stations provided by DBW and the California Coastal Commission's Boating Clean & Green Program. Salmon, which were introduced into the Monterey Bay by the Monterey Bay Salmon and Trout Project, have been returning to the harbor in significant numbers, a good sign for future fishing. Restaurants, retail operations and the harbor's RV park are open for business.



U-dock in Santa Cruz North harbor on March 11, 2011
Photo by: Santa Cruz Harbor

Northern California Chapter



Coastal Cleanup Day and the Boating Community



On Saturday, September 17, the California Coastal Commission conducted its 27th Annual Coastal Cleanup Day. With 80 percent of Coastal Cleanup Day cleanup sites reporting, the statewide count stands at 66,759 volunteers. These volunteers collected 636,987 pounds of trash and an additional 107,480 pounds of recyclable materials, for a total of 744,395 pounds.

Coastal Cleanup Day (CCD) is the premier volunteer event in the country, focused on the marine environment. The event has been so successful that it has been hailed by the Guinness Book of World Records as "the largest garbage collection" (1993). When combined with the Ocean Conservancy's International Coastal Cleanup, (takes place the same day), California's CCD becomes part of one of the largest volunteer events of the year. Since the program started in 1985, more than 800,000 Californians have removed more than 15 million pounds of debris from our state's coast.

This year, California's boating community contributed more to the cleanup efforts. The California Coastal Commission and the California Department of Boating and Waterways' Boating Clean and Green Program coordinated the participation of two yacht clubs in order to collect information on

how a program can be established in the future to involve more of the boating community during Coastal Cleanup Day. Port Royal (Los Angeles County) and Sequoia Yacht Club (San Mateo County) are the two yacht clubs that took part in this effort. With their help, along with Heal the Bay and the San Mateo County Water Pollution Prevention Program 63 enthusiastic volunteers collected 1,267 pounds of trash and recyclables from the shoreline, and on the water with dinghies and kayaks.

Next year, the California Coastal Commission and the Boating Clean and Green Program are planning on expanding this effort to other yacht clubs and marinas in California. Let us know if your yacht club or marina wants to be part of this successful program by contacting Vivian Matuk at (415) 904-6905 / vmatuk@coastal.ca.gov.

Got Fishing Line Recycling Stations?

Monofilament fishing line can have serious effects on wildlife, waterways, and boats. Wildlife can ingest or be entangled by the line and killed by gangrenous infection. Fishing line discarded in waterways is a serious litter problem and can foul boat propellers, especially around boat ramps and fishing areas. It is also not biodegradable and can remain in the environment for more than 600 years.

Unless it is cut into small pieces, fishing line disposed in regular trash bins goes to landfills where it continues to be a hazard to wildlife. One solution to the problem is to have recycling containers available to boaters and fishermen properly discard their used line.

In 2008, the California Department of Boating and Waterways and California Coastal Commission's Boating Clean and Green Program, Keep the Delta Clean Program, and BoatU.S. Foundation placed 42 containers at many locations throughout state. Due to the success of this program, 39 new stations were



installed in 2011. Boating Clean and Green Program staff developed a map showing the location of all the 81 stations throughout the state. You can check a list of the participating locations by visiting the new map at <http://g.co/maps/bravk>

California Motorized Boater Survey Report

Here are some interesting things we discovered about the surveyed motorized California boating population:

- Almost half of all boaters surveyed logged 50 or fewer engine hours annually, while about 10 – 11 percent logged more than 150 engine hours annually.
- Across all boaters surveyed, 96 – 97 percent said oil leaks into the bottom of their bilge or engine compartment most of the time or every time they use their boat, while only 2 percent said it rarely or never leaks oil.
- About 98 percent of surveyed boaters who reported oil leaks said they cleaned the oil, and of those who reported how they clean leaked oil, about 50 percent used oil absorbents, while 10 – 12 percent used soap or detergent.
- Across all boaters surveyed with on-board toilets, a little over one-third used sewage pumpouts more than 10 times a year or every time they go out.
- The most common obstacle to pumpout usage encountered by all boaters was waiting in line more than 10 minutes, followed closely by broken pumpouts.
- Concerns common to most of the boaters surveyed, particularly older boaters, included intoxicated boaters, inexperienced boaters, trash and debris, and drinking water quality.
- Twenty-three percent correctly identified the used oil collection center logo, 31 percent correctly identified the national sewage pumpout logo, and about 70 percent of surveyed boaters do not know the penalty in California for illegally discharging untreated sewage is a \$2,200 fine.

Thank You Peter

Peter Douglas spent 41 years working as a dedicated public servant for the State of California and 26 of those years as the California Coastal Commission's Executive Director. Peter will retire from his position in November 2011, for health reasons.

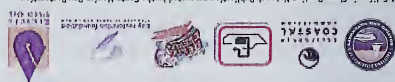


Peter's leadership and vision secured the protection of the coastline of our state for all to appreciate and enjoy. His legacy provides a framework to remind us all that the "coast is never saved; it's always being saved."

Thank you Peter for your support. We are going to miss you.

The Changing Tide newsletter is a great resource for you to get California's latest clean boating information. Help to reduce our carbon footprint and the amount of trash added to the waste stream by going paperless. To go paperless, contact Victoria Ippolito at vipolito@waterboards.ca.gov or 213-620-2271

A California Clean Boating Network Publication presented by the Santa Monica Bay Restoration Foundation, California Department of Boating and Waterways, California Coastal Commission, and the Keep the Delta Clean Program. This publication was funded by support from the Department of Boating and Waterways, the Clean Vessel Act, and Contra Costa County.



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santa monica bay restoration foundation
 320 West 4th Street, Suite 200
 Los Angeles, CA 90013





EROS

Environmental Response to Oil Spills in California

OSPR and NOAA proudly present EROS

This interactive course is designed to provide the spill responder with an introduction to the effects of oil in the environment. Through this curriculum, you will learn about environmental risk, the scientific basis for minimizing environmental impact and maximizing recovery, tools and techniques to assess and cleanup an oil spill, and the unique response resources available in California.

DATES OFFERED:

March 13-16, 2012 in Monterey, CA

LOCATION FOR March 2012:

**Monterey Beach Resort
2600 Sand Dunes Drive
Monterey, CA 93940**

DAY 1 - whole day

DAY 2 - whole day

DAY 3 - whole day

DAY 4 - ½ day (am)

TARGET AUDIENCE: Recommended for oil spill responders from CDFG & OSPR, other state and federal agencies, industry, Oil Spill Response Organizations (OSROs), and consultants involved with pollution response in California.

TOPICS:

- ***The nature of oil: chemistry, weathering, and it's behavior on water***
- ***An introduction to basic oceanography and coastal processes***
- ***Oil spill cleanup issues regarding various countermeasures and environmental trade-off***
- ***The effects of oil on wildlife and ecosystems***
- ***How clean is clean?***
- ***Tools to identify resources at risk***
- ***An introduction to Natural Resource Damage Assessment (NRDA)***
- ***Legal issues surrounding cleanup and Threatened and Endangered (T&E) species***
- ***Laboratory support services for the CA Department of Fish and Game***
- ***Oiled wildlife care and rehabilitation***
- ***Benefits and uses of GIS and GPS during spill response***

*****PLUS** Two field sessions to examine a variety of habitats, practice shoreline assessment techniques, and evaluate environmental trade-off decisions.***

REGISTRATION FEES: NONE

HOW TO REGISTER: Email Sarah Do at sdo@ospr.dfg.ca.gov by February 1, 2012. Final class attendees are chosen by a committee based on the number of spots available for DFG/OSPR, industry, and agency. Once your attendance status has been determined, you will receive a confirmation email.

HOTEL RESERVATION INFORMATION: There is a block of rooms set aside for the



NORTHERN CALIFORNIA COASTAL & SFB
AREA COMMITTEE MEETING

Tuesday, November 15th, 2011, 10:00 - 1200

Shell Clubhouse

1635 Pacheco Blvd., Martinez, CA, 94553 (415) 798-4531

Meeting Minutes

1010

Jim Pitkin welcomes committee members and introduces Kathleen Jennings, DFG-OSPR, Captain Jay Jewess, USCG, and LCDR Blanca Rosas, USCG.

Welcome/Remarks

Captain Jay Jewess, USCG

- Announced Coast Guard was busy with Fleet Week and still working on the preparations for America's Cup. America's Cup will be in San Diego Harbor next week, November 22nd through the 25th. From the Coast Guard's perspective we hope to observe, learn, and apply lessons learned to the event that is going to be held in San Francisco. Sector San Francisco (SSF) Command appreciates the participation of the Area Committee members in all the different exercises including Conoco Phillips and the upcoming Chevron Worst Case Discharge.

Kathleen Jennings, DFG-OSPR

- It has been four years since Cosco Busan and I am thrilled to see the amount of participation that we still have during the Area Committee meetings. Special thank you to the Historical Work Group for joining.

1016

Safety/ Agenda Review

Jim Pitkin, USCG

Wayne Jones, Shell

- Provided restroom and emergency information.

1017

Coast Guard and State Pollution Responses & Special Presentations

USCG SSF

LT Renee McKinnon, USCG

Total # of Reports	18
Warnings	5
Notices of Violation	1
Civil Penalties	0
Federal Cases	5

Report Type	# Incidents	Total Spill Amount in Gallons
Recreational	6	17
Commercial	3	4.1
Fishing	1	50
Public	2	11
Regulated Waterfront Facility	0	0
Other Land	0	0
Unknown	6	6

Notable Federal Cases:

- October 4, Minor Discharge, CF 2553 AM, Petaluma River near Novato, CA, FPN A12KAC
 - Sector San Francisco received report that a vessel (CF 2553 AM) sunk in the Petaluma River. IMD was not able to contact the owner of the vessel.
 - Global Diving and Salvage was hired to conduct a dive assessment and remove any pollution threats onboard.
 - Global removed 04 batteries, 01 propane tank, and misc hazmat from the vessel.
- October 21, Minor discharge, Brisbane Marina, FPN A12001
 - Sector San Francisco received a report that the M/V ESCAPADO sank at it's mooring at Brisbane Marina.
 - Parker Diving was hired to remove all pollution threats onboard the vessel.
 - An estimated 125 gallons of diesel/water mixture was removed from the vessel. Vessel was raised and stabilized in order to access the fuel tanks.
- October 25, Minor discharge, Richmond, CA, FPN A12002, A12003
 - Sector San Francisco received a report from Air Station San Francisco of a sheen surrounding the Tug LION and TIGER at Pt. Protrero in Richmond, CA.
 - A surveyor was hired by the RP and confirmed that the Tugs had large amounts of oil onboard.
 - NRCES was hired to conduct sample analysis of the vessels and to remove all pollution threats onboard.
- Question regarding abandoned vessels near Oakland and how Coast Guard operates
 - IMD responds to pollution or pollution threats after receiving notification from NRC or Sector Command Center by calling the Responsible or Reporting Party. The Responsible Party is notified of their responsibility of cleaning or removing the pollution. If it is a situation where the Responsible Party is unable to clean up the pollution, the case may be federalized and Coast Guard may hire a contractor to remove or clean up pollution.
 - IMD regularly meets with port partners and conducts harbor patrols to maintain relations and to keep an eye on known or potential cases.
 - Clean up may take time due to required interactions with Responsible Party, Coast Guard, State, and local agencies.
 - Please report via NRC (1-800-424-8802) or contact the Sector Command Center and IMD will follow up with all reports.

OSPR Pollution Response and OSPR update

Kathleen Jennings, DFG-OSPR

- Worked with Coast Guard on all above cases.

1025

Introductions Committee Members

1027

ACP Update

Jim Pitkin, USCG

- ACP has been turned in to USCG D11 and will be put online and printed. A notice will be sent out to committee members once the plan is available for viewing.

Yvonne Adassi, DFG-OSPR

- Working on making the ACP, American with Disabilities Act (ADA) Compliant and will send out a notice, once complete.

1032

Weather & Response

Mark Strobin, NOAA Lead Forecaster

- From National Weather Service in Monterey, Ca. Mission is to provide weather, hydraulic and climate forecasts, and provide information to the public to help make decisions.
- Responsibilities include warnings and advisories, public forecasts, marine forecasts, fire, weather, and aviation forecasts.
- Our division has ICS experience and is able to participate in exercises by providing support for full scale exercises by providing port forecasts and dispersion modeling. Ideal for proving more precise forecasts, deployable to Incident Command Post. We can only be activated by a government agency and are short term accurate.

POC:

Mark Strobin

(831) 656-1727

Mark.strobin@noaa.gov

Tom Evans

(831)656-1710 ex. 223

Tom.evans@noaa.gov

www.weather.gov/SanFrancisco

1046

Sub-Committee and Working Group (WG) Updates

Sensitive Site Strategy Evaluation

Dave Price, DFG- OSPR

2011 Sensitive Site Strategy Evaluation Program

2 sites/Quarter- 8 completed

- 2-607.1 Belloma Slough/Weapons Station Marshes and Seal Island with MSRC.
- SF 309.1 San Leandro Bay on 10/25/2011 with NRC. Made chevron configuration to provide shallower angle. Found Shallow mudflats and currents 1-1.5 kts and caused entrainment.
- SF 364.1 Bair Island/SF 365.1 Red Wood Creek on 11/10/11. Site provides protection from South San Francisco Bay oil. Propose interior protection strategies for Red Wood Creek; (1) West Point Slough (1,400 ft boom); (2) Deep water Slough and Marshes (4 inlets- 600 ft boom); Smith Slough (900 ft boom).
- January Area Committee meeting will provide 2011 summary and 2012 schedule.

Dave Price, DFG-OSPR

dprice@ospr.dfg.ca.gov

(707) 864-4905

1115

Exercises WG

Annie Nelson, DFG-OSPR &

Terry Joslin, Blue Water & Associates

See OSPR website for complete details and statewide Exercise Calendar

<http://www.dfg.ca.gov/ospr/calendars.aspx>

Or contact:

Annie Nelson

916-324-0125

anelson@ospr.dfg.ca.gov

11/23	Blue and Gold Fleet	SED	Pier 41 Marine Terminal, San Francisco
11/28-29	Plains Products Terminal	SED	Plains Richmond Warf
11/30	Vallejo Baylink Ferry	SED	Baylink Building, 477 Waterfront Ave., Mare Island, Vallejo
12/2	Royal Petroleum Company	TT	365 Todd Road, Santa Rosa
12/6	Shell Oil Products US-Martinez Refinery	TT	Shell Clubhouse, 1635 Pacheco Blvd, Martinez
12/7-8	Chevron Products	TT	Richmond Refinery, 841 Chevron Way, Richmond
12/13	Bay Shop & Yacht Co	TT	Bay Ship & Yacht, 2900 Main Street

Terry Joslin- There is a need for better scheduling plan and new participants for exercises.

Matt Johnson, Chevron- Preparing for WCD full scale tri-annual exercise, robust with federal, state, and local agencies. Focus on safety, JIC and getting information to the public, and utilizing GIS.

1122

Abandoned/Vessel WG

LT McKinnon, USCG

- Next meeting will be held on 16 November 2011. Discussion will be focused on utilizing a flow chart, removing HAZMAT and Coast Guard is working with Cal Recycle to remove potential pollution from vessels in the Delta.

1125

HAZMAT/PPOR, ICP WG

Jim Pitkin, USCG

- Updated text in PPOR, not expanding due to large amount of overlap.

HAZMAT WG

Maria Duazo, CoCo Co Health

- A combined meeting for the volunteer organization for HAZMAT Response will be held in February due to all of the HAZMAT groups having all have similar goals.
- The Hazardous Materials Transportation Conference will be held on April 17-19, 2012 at the Craneway Pavilion, Richmond, Ca.
www.crhmro.org

1131

Central Coast Subcommittee

Josh Curtis, DFG OSPR

- Attended workshop hosted by the Otter-project focused on non-wildlife volunteers
- Last meeting was held on 8 November 2011; there was a large attendance; conducted trajectory training with Subcommittee members, planning on visiting sensitive sites for familiarization, "beach comber," and ensure ACP is updated with trustee involvement.

1137

North Coast Subcommittee

LTJG Meagan Snyder, USCG

- During the week of 14-18 November, IMD and DRAT is conducting boom deployment and an exercise with the Pacific Strike Team and the Port of Humboldt.
- Harbor Safety and Area Sub-Committee meeting will be held 17 November 2011.

1138

Marinas and Harbormasters WG

Vivian Matuk, DBW-CCC

- Developed communication plan with ICP and boaters by creating a phone tree that includes notification procedures, and identifying and acquiring new tools.
- HAZWOPER training 1 March 2012 at JFK Library in Vallejo.
- Want to involve more marinas from northern and southern California.

1142

Volunteer Update

Cindy Murphy, DFG -OSPR

- Revising volunteer plan, non-wildlife volunteer plan, and prepared list of volunteers.

1146

New Business

All Committee Members

- USS MONTEBELLO - No fuel was on board and has been determined to not be a pollution threat.
- State Lands Meeting on 30 November 2011.
- USS IOWA moving to LA/LB and in the process of getting fit to be towed
- Dispersants, Section 7 SMART protocol must have approval from EPA, USCG, State and appropriate location prior to use.
- 13-16 March 2012 - Lessons learned and best practices from Deep Water Response to Oil Spills, OSPR and NOAA; free in Monterey.
- 20 December 2011 - Spill Management at Shell, Martinez, Ca.
- 15 May 2012 - Clean Pacific Conference in Long Beach
- 15 May 2012 - Area Committee meeting conflicts with Clean Pacific Conference, meeting switched to 22 May.

1201

Closing Remarks

- Happy Holidays!
- Meeting adjourned.

Next Meeting Date/Location: Tuesday, January 17, 2012, 1000; Location: TBD

Central Coast
Subcommittee Meeting

Tuesday, November 8th, 2011
10:00am-12pm

Elkhorn Slough National Estuarine Research Reserve, Watsonville

Minutes

1010

Welcome/Remarks

Josh Curtis, OSPR

- There was a vessel that sank at Moss Landing Marina, so the meeting shorter than normal for response actions.

1012

Introductions

All Committee Members

1013

Agenda Review

Josh Curtis, OSPR

1014

Coast Guard/State Pollution Response

Josh Curtis, OSPR

- No pollution incidents since last meeting. 8 Nov a report was received at approximately 0800 and vessel sank Moss Landing.

LTJG Meagan Snyder, USCG

- Reported on cases of interest in San Francisco area: 2 Oct-sunken abandoned vessel in the Petaluma River, 2 Oct- Tugs LION and TIGER in Richmond, 16 Oct- Fishing vessel grounding at Stinson Beach, 21 Oct-sunken vessel in Brisbane Marina, 5 Nov -Freight vessel aground in Stockton.

Working Group Updates

1020

Training and ACP Rewrite

Josh Curtis, OSPR

- Workshop focused on non-wildlife volunteers hosted by Otter Project, thank you to those who came.
- Upcoming meetings plan on visiting ACP sensitive sites for area familiarization, training, involving the Trustees and ensuring the ACP information is up to date for an easier rewrite in the future.

New Business

None

1033

Trajectory training

Josh Curtis, OSPR

- Demonstrated oil trajectories based on 100% of currents and 3% of wind affecting the spill.
- How to plan, protect, and prioritize sensitive sites based on trajectories.

1045

Meeting adjourned.

Next meeting date and location is TBD.

North Coast Subcommittee Meeting Minutes

17 November 2011

1300-1500

Humboldt Bay Harbor District, Woodley Island
Eureka, CA

Attendees

Representatives from:

USCG

DFG-OSPR

Chevron

MSRC

Renner Petroleum

Pacific Affiliates/Fairhaven Terminal

CA Coastal Commission

CA State Parks

National Park Service

USFWS

Welcome and Admin

Co- Chairs, Mr. Jeff Dayton (DFG-OSPR) and LTJG Rachel Wellman, USCG opened the meeting with a brief introduction from everyone attending.

Recent Spills and Incidents

Relatively quiet without any major pollution incidents.

- A sailing vessel without fuel was assisted by Air Station Humboldt Bay. Personnel rescues took place without further incident.
- A hay truck crashed on Fernbridge and the saddle tanks released diesel fuel from the bridge onto the banks of the river. Damming and diking prevented further release into the waterway.
- Woodley Island Marina had some recent sheen report(s). No source was found, and the sheen was thought to be from bilge discharge.

Drills and Exercises

Current/Upcoming:

- OSPR Drill Calendar was discussed with instructions on Point(s) of Contact (<http://nrm.dfg.ca.gov/filehandler.ashx?DocumentID=14763>)
- Chevron and MSRC are done with their exercises for the year.
- The Coast Guard DRAT will have a VOSS deployment June 25-29, off the MV Coral Sea, Humboldt State University's research platform. Area and sub-

committee members are encouraged to participate. A brief overview of the system and components was given by Ms. Wellman and Mr. Pitkin

- EROS training will take place March 13-16 in Monterey.
- The CRHMRO HAZMAT Transportation Exercise/Conference will take April 17-19 in Richmond. Some scholarships will be available. The flyer was passed out and posted.
- C. Renner will have an exercise in Crescent City on 12/12/11.

Recent exercises:

- Chevron had the equipment deployment along with table top exercise at the Eureka Terminal. The NRDA process was heavily involved and the drill went well.
- There was an exercise at Renner which simulated a tank truck that was punctured by a forklift. The simulated spill was contained in the yard by damming and diking, and all notifications were made. NRCES was the OSRO that participated.
- The DRAT and Pacific Strike Team did a boom deployment with 200' of hard boom around a simulated stricken vessel in the Humboldt Bay Channel. Current was a huge limiting factor and will be incorporated into lessons learned for future deployments.

Old Business

- Subcommittee working groups need to be revamped.
Abandoned Vessel was looking for a lead. USCG is the lead and will be handled out of Sector proper. Input is welcomed. OSPR will report out but is taking a step back.
- Update on oiled birds: Around 50 birds (mostly brown pelicans) contaminated with fish oil, were rehabbed and released. The Humboldt Wildlife Care Center and BirdAllyX took the lead with cooperation from Humboldt State University's Marine Wildlife Care Center (OWCN). This was done as a training operation, and deemed a major success.

New Business/Announcements

- 2011 ACP for San Francisco and San Diego are complete and at D11. Los Angeles revisions are expected shortly
- The RCP is currently under revision and should be available shortly.
- The statewide AC meeting will be in January and held in conjunction with the RRT and Mexican/US. Pacific meetings. (San Diego vicinity)
- The Area Committee Coordinator for Sector (Mr. Pitkin's job), is posted on USA jobs.gov.
- The Fish and Wildlife Service reported that they have personnel available to respond to incidents within 6 hours. This will be for environmental and NRDA support.
- The National Park Service and State Parks each got 4 folks trained to 24 hour HAZWOPER in conjunction with their OWCN training.

- State Parks is dealing with the threats of park closures and the ensuing environmental and access concerns. The land regardless of park closure still will belong to the state. Natural resource requirements are still mandated and will be kept up regardless.
- For NRDA purposes, Humboldt Bay is being broken into further segments to assist with documentation of sampling during an actual event. Water, tissue and soil samples are being taken to establish clean (baseline) data, so in case of an event, there will be data to enhance the NRDA processes. The electronic data will reside at a place yet TBD.
- The ETA for Shoreline Protection Tables is expected to be out this upcoming spring.
- OSPR wants local subcommittee involvement to re-visit sensitive site strategies and come up with a workable number of sites to be tested. Mr. Dayton will take for action.
- MSD reports that vessel traffic has increased significantly. Casualties and security issues remain paramount.

Set Meeting Date (s)

- The next North Coast Area Subcommittee Meeting will be held at Crescent City at a place TBD at 1400 January 19th 2012. Ms. Wellman will coordinate with the Coast Guard Auxiliary to set up a venue and participants.
- The following 2012 dates are for the Eureka area North Coast sub-committee meetings:

March 15th

May 17th

July 19th

September 20th

November 15th



NAVAL STATION TREASURE ISLAND
ENVIRONMENTAL RESTORATION ADVISORY BOARD MEETING
Tuesday, 13 December 2011
7:00 PM.
Casa de la Vista Building 271
Treasure Island
MEETING NO. 157

- 6:00 – 7:00 **Optional Potluck Holiday Social**
- 7:00 – 7:05 **Welcome Remarks and Introductions**
Lead: James Sullivan, Navy Co-Chair
- 7:05 – 7:10 **Public Comment and Announcements**
Lead: James Sullivan, Navy Co-Chair
- 7:10 – 7:20 **Treasure Island/Yerba Buena Island Property Transfer Update**
Lead: James Sullivan, Navy Co-Chair
- 7:20 – 7:35 **Field Activities and Access Update**
Lead: John Baur, Shaw E & I
- 7:35 – 7:55 **2011 Site Management Plan (SMP) Update and 2011 Look Back/2012 Look Ahead**
Lead: David Clark, Navy Lead Remedial Project Manager
- 7:55 – 8:05 **Pipeline YF3 Work Plan Preview**
Lead: David Clark, Navy Lead Remedial Project Manager
- 8:05 – 8:15 **Upcoming Documents and Field Schedule**
Lead: Jessica Beck, Tetra Tech EMI
- 8:15 – 8:20 **RAB Meeting Minutes**
Lead: James Sullivan, Navy Co-Chair
- 8:20 – 8:25 **Co-Chair Announcements**
Lead: Alice Pilram, Community Co-Chair
- 8:25 – 8:30 **BRAC Cleanup Team Update**
Lead: James Sullivan, Navy Co-Chair
- 8:30 – 8:40 **Other Public Comment and Announcements**
Lead: James Sullivan, Navy Co-Chair
- 8:40 – 8:45 **Future Meeting Agenda Items**
Lead: Navy and Community Co-Chairs
- 8:45 **Closing Remarks/End of Meeting**

Break/Informal Discussion for 30 minutes after the meeting
This is an opportunity to informally discuss issues

Next Regular Meetings: No January 2011 Meeting

7:00 pm Tuesday, 21 February 2012
Casa de la Vista, Treasure Island

Next Treasure Island Citizen's Advisory Board (CAB): See the web site for latest dates and times for future meetings: <http://www.sfgov.org/treasureisland>

Next Interim RAB Community Member Conference Call: **(Last Tuesday of pre-RAB month)**

Tuesday, 31 January 2012, 7:00 pm.

Call-In Number: 1- 866-822-0121

Participant Code: 1122026

(Note: This same number will be used for future conference calls)

Next BCT/RPM/Project Team Meeting: 10:00 am. Wednesday, 4 January 2012, Tetra Tech EMI, Oakland

Navy BRAC Web Site: <http://www.bracpmo.navy.mil> (click on map for Treasure Island)

Navy San Diego Office Address:

JAMES B. SULLIVAN

BASE REALIGNMENT AND CLOSURE

PROGRAM MANAGEMENT OFFICE WEST

NAVAL FACILITIES ENGINEERING COMMAND

1455 FRAZEE ROAD, SUITE 900

SAN DIEGO, CA 92108-4310

james.b.sullivan2@navy.mil

From: "Pitkin, James" <James.W.Pitkin@uscg.mil>
To: <vika_sirova@YAHOO.COM>, "Slusarz, Jeffrey" <Jeffrey.P.Slusarz@uscg.mil>, <Benicia-scass@sbcglobal.net>, <greg.smith@calema.ca.gov>, <dsnodgrass@ci.san-leandro.ca.us>, <mwsowby@OSPR.DFG.CA.GOV>, <Asja.Steeves@sfgov.org>, <alan@sfmtx.org>, <Gary.Stern@noaa.gov>, <jstewart@OSPR.DFG.CA.GOV>, <Keith.Ann.Stockdale@oes.ca.gov>, <Jordan.Stout@noaa.gov>, <nick.stubblefield@valero.com>, "Stuhldreier, Thomas CDR" <Thomas.J.Stuhldreier@uscg.mil>, <dsullivan@nca.hidta.net>, "Sulouff, David" <David.H.Sulouff@uscg.mil>, <peter.summerville@sfgov.org>, <lisa.symons@noaa.gov>, "Szczechowicz, Kris LCDR" <Kris.J.Szczechowicz@uscg.mil>, <ktakei@ebparks.org>, <ltaul@waterboards.ca.gov>, <mtaylor@ebparks.org>, <tthallhamer@ciwmb.ca.gov>, <ntipon@comcast.net>, <TinaToriello@chevrontexaco.com>, <ctrombetta@dir.ca.gov>, <ed.ueber@noaa.gov>, <brian_ullensvang@nps.gov>, <pvanderzanden@chevron.com>, <vreeland.jim@epa.gov>, <harbormaster@ci.brisbane.ca.us>, <michael.warren@oes.ca.gov>, <kwatson@gdiving.com>, <nweedden@goldengateaudubon.org>, "Wellman, Rachel LTJG" <Rachel.E.Wellman@uscg.mil>, <Gerry.Wheaton@noaa.gov>, <Cwhite@smharbor.com>, <larry.white@sfgov.org>, <conservationdirector@goldengateaudubon.org>, <jweitzel@albanyca.org>, <jcwi@chevron.com>, <tom_wilson@ci.richmond.ca.us>, <Doug.Wisman@calema.ca.gov>, <john.woytak@dhs.gov>, <jyamamoto@OSPR.DFG.CA.GOV>, <Erik_Zaborsky@ca.blm.gov>, <zuroski.donn@epa.gov>, <leigh.jordan@sonoma.edu>, <Mark.Strobin@noaa.gov>, <azwell@berkeley.edu>, <Kennedy.john@epa.gov>, <StephenE@ecmmaritime.com>
Date: 12/09/2011 09:16 AM
Subject: 2012 Area Committee Calendar
Sent by: James.W.Pitkin@uscg.mil

Good Morning Everyone,

Please find the attached Area Committee Calendar for 2012.

Happy Holidays,

Jim Pitkin
Contingency and Exercise Planner
Area Committee Coordinator
USCG Sector San Francisco, CA
415-399-7320 work
415-798-4531 cell

2012 Area Committee Meeting Schedule for Northern California

JANUARY						
S	M	T	W	T	F	S
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19*	20	21
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29	30	31				

FEBRUARY						
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MARCH						
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OCTOBER						
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NOVEMBER						
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DECEMBER						
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30	31					

* SF May mtg. switched b/c of conflict with Clean Pacific

* NC January mtg. At Crescent City







AGENDA ITEM 6 (b)
Treasure Island Development Authority
City and County of San Francisco
Meeting of December 14, 2011

Subject: Resolution of intent to terminate the contract between the Board of Administration California Public Employees' Retirement System and the Board of Directors Treasure Island Development Authority. (Action Item)

Contact: Mirian Saez
Phone: 415-274-0660

BACKGROUND

At the August 4, 2004, Special Meeting of the Treasure Island Development Authority Board of Directors ("The Authority Board"), the Board approved and authorized the execution of an Employment Agreement (EA) with the Authority's then Executive Director. The terms of the EA required the Authority to contract with the California's Public Employees' Retirement System (CalPERS) until August of 2005, to provide pension benefits. The Authority pays 8.427% of its annual payroll to the CalPERS retirement system for retirement benefits and also pays CalPERS \$5.10 per month, per covered employee for survivor benefits, a \$200.00 administrative charge, and \$25.00 per employee to cover the cost of prior service calculations. TIDA pays these fees annually.

In order to streamline the administrative processing of this contract, TIDA wants to explore the option of submitting one final invoice payment to CalPERS, eliminating annual invoicing of fees. In order to request CalPERS' calculation of unfunded liability related to benefits under the EA to determine final invoice payment amount, CalPERS requires TIDA to submit a Resolution of Intent to Terminate.

The form of the resolution presented to the Authority Board is as required by CalPERS.

NEXT STEPS

Once CalPERS receives the intent a Resolution of Intent to Terminate, a preliminary valuation based on retirements, deaths, or separations will be performed. This preliminary valuation will uncover the final unfunded liability and assist in reaching a final determination of contract termination. A copy of the CalPERS Contract Termination Guidelines (form CON-34) is attached to the resolution as Exhibit A.

Approval of final termination of the contract with CalPERS would also require subsequent Authority Board action.

RECOMMENDATION

Staff recommends approval of this Resolution of Intent to Terminate allowing CalPERS to perform a preliminary valuation based on current contributions in order to determine whether TIDA should continue the annual invoices or pay one final lump sum invoice.

EXHIBITS

Exhibit A: CalPERS Contract Termination Guidelines (form CON-34)

Prepared by Asja Steeves
For Mirian Saez, Director of Island Operations

CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM CONTRACT TERMINATION GUIDELINES

California Government Code Sections 20570 through 20583 pertain to the termination of a Public Agency's contract with CalPERS. The following information is provided for careful consideration as to the potential impact on the employees and the financial obligation of the agency.

AGENCY INFORMATION

A contracting agency may terminate the contract with CalPERS if the contract has been in effect at least **five years**. A resolution giving notice of intention to terminate must be adopted by affirmative vote of two-thirds of the members of the governing body. The termination may be effective not less than one year following the adoption of the resolution of intention by adoption of a final resolution or ordinance terminating the contract. If the original contract was approved by an ordinance adopted by a majority vote of the electorate, a majority vote of the electorate is also required for termination. The contract termination mandatorily applies to all groups covered in the contract.

Upon receipt of the Resolution of Intention to terminate, the agency will be requested to review the data on active and inactive members, retirees, beneficiaries of members (name, social security number, birth date, sex, service credit, current salary) and to list any recent hires, retirements, deaths, or separations. CalPERS will perform a preliminary valuation based on all current members leaving their contributions on deposit. The final valuation will be based on data validated by the agency and performed three to six months after the effective date of the contract termination. The terminating agency is responsible for sufficient funding to continue paying the retirement and death benefits being paid. Retirees and beneficiaries receiving CalPERS benefits monthly must remain with the System. Based on the actuarial valuation, sufficient funding for future benefits payable to members or beneficiaries of members electing to have their funds remain on deposit with the System, is also the responsibility of the agency.

A comparison is made of funds needed to pay the member benefits and the agency's funds on deposit. Any excess funds as of the termination effective date are refunded to the agency. In the event of a shortage of funds, the agency is required to pay the deficit upon contract termination. Failure to fund the deficit may result in proportionately reduced benefits for all members and/or a lien being placed on the assets of the terminating agency.

If an agency is currently participating in CalPERS health benefits program, eligibility for participation under the Public Employees' Medical & Hospital Care Act terminates when an agency terminates their CalPERS contract. A contracting agency can elect to continue participation in the CalPERS health benefits program as a "special district". To be eligible for continued participation the agency must continue to meet the definition of a public agency and must file a new resolution adopted by the agency's governing body.

An agency that terminates their contract may again contract with CalPERS. The contract, however, may not be effective earlier than three years after the termination effective date.

MEMBER INFORMATION

Withdrawal of Contributions

Members not employed by a CalPERS employer may elect to withdraw their member contributions (including interest) or leave them on deposit with the System, regardless of the amount of service credit.

Members electing to withdraw their contributions will not be entitled to any future benefits based on their employment with the terminated agency. They may not redeposit the contributions for service credit regardless of any future employment with a CalPERS agency, unless the terminated agency again contracts with CalPERS.

Contributions on Deposit

Members who leave their funds on deposit and meet the requirements that apply to other members, may retire for service or disability. The disability must occur prior to contract termination and the application must be received by the System within four months of the contract termination effective date. The minimum service requirement does not apply.

Benefits are frozen and calculations are based on the benefit level in effect on the date of contract termination. However, the agency may enter into an agreement to ensure the final compensation used in the calculation of benefits is based on a higher payrate if the member later works for another CalPERS employer or reciprocal system.

The annual cost of living increase factor is frozen at the percentage applicable on the date of contract termination. Retirees will not be entitled to any one-time allowance increases provided by legislation affecting public agencies, or legislation allowing such increases as optional benefits for public agencies.

Credit for unused sick leave (if offered by the terminating agency) will only be used in calculating the retirement allowance if the retirement becomes effective no later than four months after the contract termination date.

The beneficiary of a member who leaves funds on deposit and dies after the contract termination effective date, and prior to retirement, will not be entitled to elect a monthly allowance, but will receive a refund of the contributions and interest on deposit.

The 1957 Survivor Benefit is not payable unless the member is employed by a CalPERS agency at the time of death.

Unless the member is employed by a CalPERS agency that provides this benefit at the time of death, the 1959 Survivor Benefit is not payable.

**RESOLUTION OF INTENTION
TO TERMINATE THE CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF DIRECTORS
TREASURE ISLAND DEVELOPMENT AUTHORITY**

WHEREAS, the Board of Directors of the Treasure Island Development Authority entered into a contract with the Board of Administration, Public Employees' Retirement System pursuant to Government Code Section 20460, effective October 18, 2004, for participation of said agency in the Retirement System; and

WHEREAS, Section 20570 provides that the governing body may terminate the contract between the Board of Administration of the Public Employees' Retirement System and the governing body of the contracting agency by the adoption of a resolution giving notice of intention to terminate, and, not less than one year later, the adoption by affirmative vote of two-thirds of the members of the governing body of a resolution terminating the contract;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Treasure Island Development Authority hereby finds that it is in the best interests of the agency to terminate the contract entered into with the Board of Administration, Public Employees' Retirement System; and

BE IT FURTHER RESOLVED, that the governing body of the above agency does hereby give notice to the Board of Administration, Public Employees' Retirement System, pursuant to Section 20570, of the intention to terminate said contract.

By: _____
Presiding Officer

Title

Date adopted and approved

**RESOLUTION OF INTENTION
TO TERMINATE THE CONTRACT
BETWEEN THE
BOARD OF ADMINISTRATION
CALIFORNIA PUBLIC EMPLOYEES' RETIREMENT SYSTEM
AND THE
BOARD OF DIRECTORS
TREASURE ISLAND DEVELOPMENT AUTHORITY**

WHEREAS, the Board of Directors of the Treasure Island Development Authority entered into a contract with the Board of Administration, Public Employees' Retirement System pursuant to Government Code Section 20460, effective October 18, 2004, for participation of said agency in the Retirement System; and

WHEREAS, Section 20570 provides that the governing body may terminate the contract between the Board of Administration of the Public Employees' Retirement System and the governing body of the contracting agency by the adoption of a resolution giving notice of intention to terminate, and, not less than one year later, the adoption by affirmative vote of two-thirds of the members of the governing body of a resolution terminating the contract;

NOW, THEREFORE, BE IT RESOLVED, that the Board of Directors of the Treasure Island Development Authority hereby finds that it is in the best interests of the agency to terminate the contract entered into with the Board of Administration, Public Employees' Retirement System; and

BE IT FURTHER RESOLVED, that the governing body of the above agency does hereby give notice to the Board of Administration, Public Employees' Retirement System, pursuant to Section 20570, of the intention to terminate said contract.

By: _____
Presiding Officer

Title

Date adopted and approved



AGENDA ITEM 6c
Treasure Island Development Authority
City and County of San Francisco
Meeting of December 14, 2011

Subject: Resolution Stating Support for Treasure Island Development Authority Application to the Federal Highway Administration 2012 Discretionary Grant Program for Value Pricing Pilot Program and Authorizing a Letter of Support. *(Action Item)*

Contact: Michael Tymoff, Project Director, Office of Economic and Workforce Development

BACKGROUND

Authority staff, with staff of the San Francisco County Transportation Authority (SFCTA), have jointly been working on an application to the Federal Highway Administration (FHWA) for their 2012 Discretionary Grant Program related to Value Pricing Pilot Programs (collectively, "FHWA Grant Application").

DISCUSSION

The FHWA Grant Application requests \$xx million to fund pre-implementation and conceptual design of the congestion management system for Treasure Island and Yerba Buena Island. If awarded, this could be the first in a series of grants offered by the FHWA for both pre-implementation as well as construction.

Authority staff are requesting a formal letter of support for the FHWA Grant Application from the Authority Board of Directors, signed by Authority Board of Directors President Linda Richardson.

RECOMMENDATION

Staff recommends approval of a resolution stating support for the FHWA Grant Application and authorizing the execution of a letter of support.

EXHIBITS

- A. Draft Letter of Support

December 8, 2011

Angela Jacobs
Federal Highway Administration
Office of Operations
400 Seventh Street SW
Washington, DC 20590

Re: Treasure Island Value Pricing Pilot Application

Dear Ms. Jacobs

Representing the Treasure Island Development Authority Board of Directors and in my capacity as the President of the Treasure Island Development Authority Board of Directors, I am writing to express my strong support for San Francisco's Value Pricing Pilot (VPP) grant application to advance implementation of congestion pricing on Treasure Island.

In June 2011, the City of San Francisco approved plans for the redevelopment of Treasure Island and Yerba Buena Island—one of the city's largest transit-oriented land use development projects. Plans for the former military base call for 8,000 residential units (at least 25% below market rate), along with retail and commercial uses. The development project has enjoyed strong support and leadership from San Francisco's federal delegation, most especially Leader Pelosi. Ensuring low vehicle travel to and from the island is critical to the success of the project given Treasure Island's location, halfway between San Francisco and Oakland, where the only means of access is the San Francisco-Oakland Bay Bridge. The Treasure Island Transportation Implementation Plan calls for a congestion fee to be assessed for residents traveling on or off the island via the Bay Bridge during peak hours. The congestion fee (which has already been authorized in by legislation in the State of California) would fund a comprehensive suite of transportation services including bus and ferry service, bicycle and pedestrian amenities.

The VPP grant would fund pre-implementation activities including policy and planning work, conceptual design, and a funding and implementation plan, as described in the grant application. The development project is expected to break ground next year, which drives imperative to commence congestion charging project development as soon as possible.

Treasure Island is poised to serve as a national role model for transit-oriented development. I strongly urge you to select the Treasure Island Value Pricing Pilot program as one of FHWA's awardees.

Sincerely,

Linda Richardson, President
Treasure Island Development Authority Board of Directors

1 [Letter of Support for Authority Grant Application to the Federal Highway
2 Administration]

3 **Resolution Stating Support for Treasure Island Development Authority**
4 **Application to the Federal Highway Administration 2012 Discretionary Grant Program**
5 **for Value Pricing Pilot Program and Authorizing a Letter of Support.**

6 WHEREAS, On November 9, 2011, the Federal Highway Administration ("FHWA")
7 issued a solicitation memo for fiscal year 2012 discretionary grant programs, including a value
8 pricing pilot program allocation of \$6.9 million; and,

9 WHEREAS, Authority staff, working closely with staff of the San Francisco County
10 Transportation Authority, have drafted and plan to submit an application to the FHWA for the
11 value pricing pilot grant program; and,

12 WHEREAS, Such application would be greatly strengthened and enhanced by a formal
13 letter of support from the Authority Board; now, therefore, be it

14 RESOLVED, That the Authority Board hereby states its support for the Authority's
15 application to the Federal Highway Administration 2012 Discretionary Grant Program; and, be
16 it

17 FURTHER RESOLVED, That the Authority Board hereby authorizes the Authority
18 Board President to execute a letter of support, substantially in the form of Attachment A,
19 addressed to the Federal Highway Administration.

20
21 **CERTIFICATE OF SECRETARY**

22 I hereby certify that I am the duly elected and acting Secretary of the Treasure Island
23 Development Authority, a California nonprofit public benefit corporation, and that the above
24 Resolution was duly adopted and approved by the Board of Directors of the Authority at a
25 properly noticed meeting on December 14, 2011.

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Larry Mazzolla, Jr.
Secretary



AGENDA ITEM 7
Treasure Island Development Authority
City and County of San Francisco
Meeting of December 14, 2011

Subject: Resolution Retroactively Approving a Memorandum of Agreement Between the Treasure Island Development Authority and the San Francisco County Transportation Authority for Early Stage Implementation Support for the Treasure Island Transportation Implementation Plan. (*Action Item*)

Contact: Michael Tymoff, Project Director, Office of Economic and Workforce Development

BACKGROUND

The Treasure Island Transportation Management Act of 2008 (AB 981) authorizes the creation or designation of a Treasure Island-specific transportation management agency, which is referred to in AB 981 as the Treasure Island Transportation Management Agency (TITMA), and directs the TIDA Board of Directors to make a recommendation to the Board of Supervisors (BOS) regarding the governance structure of the TITMA. Under AB 981, the BOS has the authority to create or designate a board or agency to act as the TITMA. The purpose of the TITMA is to implement a comprehensive and integrated program to manage travel demand on Treasure Island and Yerba Buena Island (collectively referred to as Treasure Island) as development of the Treasure Island/Yerba Buena Island Development Project (Project) occurs.

On October 12, 2011, the TIDA Board of Directors approved a Memorandum of Agreement (TIMMA MOA) with the San Francisco County Transportation Authority (SFCTA), which expressed the intent of the TIDA Board to recommend to the BOS that the SFCTA serve as the TITMA (Note that while AB 981 identifies the TITMA as the Treasure-Island specific transportation management agency, SFCTA and TIDA staff have elected to utilize a different name – Treasure Island Mobility Management Agency [TIMMA]; however, the roles and responsibilities have not in any way been altered) It is important to note that the TIMMA MOA, approved by both the SFCTA Board of Directors and TIDA Board of Directors, is only the first step in formally designating the SFCTA to serve as the TIMMA. The TIDA Board of Directors must still make a formal recommendation to the BOS, and the BOS must still formally designate the SFCTA as the TIMMA. It is expected that these actions will occur, along with the formation of TIMMA, before March 31, 2012.

The Memorandum of Agreement (Early Implementation MOA) before the TIDA Board today initiates a contractual relationship between TIDA and SFCTA for early stage implementation activities for the Treasure Island Transportation Implementation Plan (TIP), as well as the negotiation, drafting and review of formation documents for the TIMMA. While this MOA includes activity that is within the jurisdiction of the TIMMA, the TIMMA has not yet been formed, so the Early Implementation MOA is with the SFCTA.

DISCUSSION

The attached Early Implementation MOA between TIDA and SFCTA authorizes the performance by the SFCTA of transportation-related services for Treasure Island and Yerba Buena Island, in an amount not to exceed \$100,000, for the Fiscal Year 2011/12 operating budget and work plan to initiate implementation of the TIP and formation of TIMMA.

The Early Implementation MOA includes a budget and work plan covering the seven-month period remaining in Fiscal Year 2011/12, from December 1, 2011 to June 30, 2012, as described in the sections below

The major focus of work will be the formation of the TIMMA. This will entail development of formation documents including incorporation of the new entity, establishment of bylaws and administrative code provisions, and other policies. The SFCTA anticipates utilizing legal and financial resources, provided both through the City Attorney's Office, outside legal counsel, and on-call consultants, for this work. Another major area of work will be advocacy and grant-writing to obtain funds for congestion pricing system conceptual designs. Some technical consultants are needed for this work, though most of it will be SFCTA staff-led. The Federal Highway Administration's Value Pricing Pilot Program is an immediate opportunity that the team is pursuing, and other funding opportunities are expected as the Regional Transportation Plan/Sustainable Communities Strategy takes shape.

The \$100,000 not to exceed budget for the proposed work plan is anticipated to be allocated 60% to SFCTA staff expenses and 40% for consultant expenses. TIDA will reimburse the SFCTA for all actual costs associated with the scope of work under the Early Implementation MOA, including TIMMA formation costs. At no point will Proposition K or SFCTA-managed funds be used to fund TIMMA operations, except as in the case of appropriation of Prop K funds or award of other funds.

The funds for the Early Implementation MOA were budgeted in TIDA's FY 2011-12 budget, and the Early Implementation MOA will have no net impact on TIDA's FY 2011-2012 budget.

Analysis: As the congestion management agency for San Francisco and lead agency for recent congestion pricing sector work, the SFCTA is well-prepared to perform the scope of work under the Early Implementation MOA. From a policy perspective, the 2004 Countywide Transportation Plan and planning documents since then such as the City's Climate Action Strategy and draft San Francisco Transportation Plan all highlight the need for the City to explore robust demand management strategies that can generate revenue to fund Transit First mobility options in order for the City to achieve its economic development and livability goals. The SFCTA possesses the technical and management capacity to implement the Project's TIP successfully, in coordination with city, regional, state and federal agencies, stakeholders, and other public and private sector partners.

RECOMMENDATION

Staff recommends retroactive approval of a Memorandum of Agreement between the Treasure Island Development Authority and the San Francisco County Transportation Authority for Early Stage Implementation Support for the Treasure Island Transportation Implementation Plan.

EXHIBITS

- A. Memorandum of Agreement between SFCTA and TIDA

MEMORANDUM OF AGREEMENT # 11/12-XX
for
Early Stage Implementation Support for the Treasure Island Transportation
Implementation Plan

THIS AGREEMENT is made and shall be effective on the 1st day of December, 2011, by and between the San Francisco County Transportation Authority (the Authority), and the Treasure Island Development Authority (TIDA), referred to collectively as Parties or individually as Party.

RECITALS

- A. The Authority has been designated as the Congestion Management Agency for the City and County of San Francisco (the City) under State law. In this capacity, the Authority has a wide range of responsibilities that include preparing the long-range Countywide Transportation Plan, prioritizing state and federal transportation funds designated for San Francisco, and developing and operating a computerized travel demand forecasting model.
- B. TIDA has been designated a community redevelopment agency under the California Community Redevelopment Law (CRL) (Sections 33000 et. seq. of the California Health and Safety Code) and is the local reuse authority for purposes of the redevelopment and conversion of former Naval Station Treasure Island (NSTI) to productive civilian uses, including portions of Yerba Buena Island (YBI).
- C. While TIDA has been designated a redevelopment agency, it is not exercising any of its redevelopment powers under CRL in connection with this Agreement or the reuse and development of NSTI.
- D. In June 2011, the Planning Commission and TIDA jointly certified the Final Environmental Impact Report for the Treasure Island/Yerba Buena Island Development Project, and in addition the Board of Supervisors approved a Disposition and Development Agreement (DDA) between TIDA and Treasure Island Community Development, LLC (TICD) and approved a Transportation Implementation Plan (TIP).
- E. California State Assembly Bill 981 (AB 981) authorized the designation of an agency or board to administer various components of the TIP, including congestion pricing and travel demand management on Treasure Island and Yerba Buena Island.
- F. In October 2011, the Authority Board of Directors as well as the TIDA Board of Directors approved entering into a Memorandum of Agreement (MOA) which stated the intent of both parties that the Authority would serve as the transportation management agency for Treasure Island authorized by AB 981, which is referred to in this Agreement and the MOA as the Treasure Island Mobility Management Agency

(TIMMA). That MOA stipulated that both TIDA and Authority would jointly work towards the designation and formation of the TIMMA before March 31, 2012.

- G. The MOA contemplated a scope of activity, including the beginning of implementation of the TIP as well as the negotiation, drafting and review of TIMMA formation documents, that would need to be performed prior to a formal designation of the Authority as the TIMMA, or the formation of TIMMA.

AGREEMENT

The Parties agree to the following:

1. **Agreement Purpose.** The purpose of this Agreement is to outline roles and responsibilities of the Authority and TIDA with respect to the early stage implementation activities for the TIP and formation of TIMMA.
 - a. **Authority:**
 - i. Allocate Authority staff resources, including an Authority project manager, in a manner sufficient to complete the scope of work outlined in Appendix A within the proposed timeframe.
 - ii. Submit invoices to TIDA on a time and materials and quarterly basis for payment for the scope of work outlined in Appendix A, in a total amount not to exceed one hundred thousand dollars (\$100,000).
 - b. **TIDA:**
 - i. Allocate TIDA staff resources, including a dedicated project manager, in a manner sufficient to complete the scope of work outlined in Appendix A within the proposed timeframe.
 - ii. Reimburse the Authority's actual costs associated with this effort, consistent with the scope of work outlined in Appendix A, in a total amount not to exceed one hundred thousand (\$100,000). TIDA agrees to provide payment to the Authority within 30 days from receipt of invoice, subject to review and acceptance of deliverables.
2. **Scope and Budget.** This Agreement is limited to the "Description of Services" set forth in Appendix A, attached hereto and incorporated by reference as though fully set forth. The breakdown of costs associated with this Agreement appears in Appendix B, "Project Budget," attached hereto and incorporated by reference as though fully set forth.
3. **Term.** The term of this Agreement shall be from December 1, 2011 to June 30, 2012. TIDA and the Authority shall not incur expenses beyond June 30, 2012. Time extensions shall be by amendment to this Agreement and by mutual agreement between the Parties.

4. **Notices:** Unless otherwise indicated elsewhere in this Agreement, all written communications sent by the parties may be by U.S. mail, e-mail or by fax, and shall be addressed as follows:

To Authority: **Ms. Cynthia Fong**
Deputy Director for Finance and Administration
San Francisco County Transportation Authority
100 Van Ness Avenue, 26th Floor
San Francisco, California 94102
Phone: (415) 522-4800
Fax: (415) 522-4829
E-mail: cynthia.fong@sfcta.org

To TIDA: **Mr. Michael Tymoff**
Project Director
City Hall, Room 448
1 Dr. Carlton B. Goodlett Place
San Francisco, CA 94102
Phone: (415) 554-7038
Fax: (415) 554-4565
E-mail: michael.tymoff@sfgov.org

Any notice of default must be sent by registered mail.

5. **Modification of Agreement.** This Agreement may not be modified, nor may compliance with any of its terms be waived, except by written instrument executed and approved in the same manner as this Agreement.
6. **Agreement Made in California; Venue.** The formation, interpretation and performance of this Agreement shall be governed by the laws of the State of California. Venue for all litigation relative to the formation, interpretation and performance of this Agreement shall be in San Francisco.
7. **Audit and Inspection of Records.** The Parties agree to maintain and make available to the each other, during regular business hours, accurate books and accounting records relating to their work under this Agreement and the work of any third parties performing work on the Project. The Parties will permit each other to audit, examine and make excerpts and transcripts from such books and records, and to make audits of all invoices, materials, payrolls, records or personnel and other data related to all other matters covered by this Agreement, whether funded in whole or in part under this Agreement. The Parties shall maintain such data and records in an accessible location and condition for a period of not less than three years after the Authority receives final payment from TIDA. The State of California or any federal agency having an interest in the subject matter of this Agreement shall have the same rights conferred upon the Parties by this Section.

IN WITNESS WHEREOF, The parties have executed this AGREEMENT on the date set forth above:

SAN FRANCISCO COUNTY
TRANSPORTATION AUTHORITY

Recommended by:

Cynthia Fong
Deputy Director for Finance and Administration
San Francisco County Transportation Authority

Recommended by:

Tilly Chang
Deputy Director for Planning
San Francisco County Transportation Authority

Approved by:

Jose Luis Moscovich
Executive Director
San Francisco County Transportation Authority

TREASURE ISLAND DEVELOPMENT
AUTHORITY

Recommended by:

Michael Tymoff
Project Director
Office of Economic and Workforce Development

APPROVED AS TO FORM:
DENNIS J. HERRERA, City Attorney

Deputy City Attorney

APPENDICES

Appendix A: Description of Services

Appendix B: Project Budget

Appendix A

Description of Services

At the request of the Treasure Island Development Authority (TIDA), the Authority shall perform the following tasks in order to support the early stage implementation activities of the Treasure Island Transportation Implementation Plan, and related documents:

Task 1: TIMMA Formation Documents and Support

Authority and TIDA shall work cooperatively in the drafting, review and approvals of all required formation documents for the Treasure Island Mobility Management Agency (TIMMA).

Task 2: Development of Grant Applications

Authority and TIDA shall work cooperatively in the drafting and submission of applications to various regional, state and federal agencies who may be offering grant funding for transportation-related endeavors.

Appendix B Project Budget

TASKS	Hourly Rate	Year 1 FTEs	MMA Formation FTE	\$	Congestion Pricing FTE	\$	Parking FTE	\$	Funding FTE	\$	Year 1 Total
Executive Staff											
Executive Director	\$ 239.44	0.02	0.015	3,591.60	-	-	-	-	-	-	\$ 3,591.60
DD Planning	\$ 163.69	0.10	0.050	8,184.50	0.01	1,636.90	0.010	1,636.90	0.030	4,910.70	\$ 16,369.00
DD Policy/Program	\$ 188.25	0.02	0.015	2,823.75	-	-	-	-	-	-	\$ 2,823.75
DD Capital Projects	\$ 188.25	-	-	-	-	-	-	-	-	-	\$ -
DD Tech Services	\$ 163.69	0.01	-	-	0.01	1,636.90	-	-	-	-	\$ 1,636.90
DD F&A	\$ 163.69	0.05	0.050	8,184.50	-	-	-	-	-	-	\$ 8,184.50
					-	-	-	-	-	-	\$ -
TIMMA Project Manager	\$ 120.14	0.08	-	-	0.01	1,201.40	0.02	2,402.80	0.05	6,007.00	\$ 9,611.20
Technical Staff											
Sr. Planner/Eng	\$ 110.00	0.03	-	-	-	-	-	-	0.03	3,300.00	\$ 3,300.00
Sr. Mgmt Analyst	\$ 104.48	0.05	0.050	5,224.00	-	-	-	-	-	-	\$ 5,224.00
Intern	\$ 65.00	0.10	-	-	-	-	-	-	0.10	6,500.00	\$ 6,500.00
Subtotal		0.45	0.18	28,008.35	0.03	4,475.20	0.03	4,039.70	0.21	20,717.70	\$ 57,240.95
Consultants											
Legal											
General/Bond Legal Counsel				15,000.00		-		-		-	\$ 15,000.00
City Attorney				10,000.00		-		-		-	\$ 10,000.00
Financial Advisors				15,000.00		-		-		-	\$ 15,000.00
Technical Consultants				-		-		-		2,000.00	\$ 2,000.00
Marketing and Communications				-		-		-		-	\$ -
Subtotal				40,000.00		-		-		2,000.00	\$ 42,000.00
Contingency											\$ 759.05
TOTAL				\$68,008.35		\$4,475.20		\$4,039.70		\$22,717.70	\$ 100,000.00

1 **[Memorandum of Agreement Between the Treasure Island Development Authority and**
2 **the San Francisco County Transportation Authority]**
3 **Resolution Retroactively Approving a Memorandum of Agreement Between the**
4 **Treasure Island Development Authority and the San Francisco County Transportation**
5 **Authority for Early Stage Implementation Support for the Treasure Island**
6 **Transportation Implementation Plan.**

7 WHEREAS, Former Naval Station Treasure Island is a military base located on
8 Treasure Island and Yerba Buena Island (together, the "Base" or "Treasure Island"), which is
9 currently owned by the United States of America; and,

10 WHEREAS, The Base was selected for closure and disposition by the Base
11 Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its
12 subsequent amendments; and,

13 WHEREAS, The United States Department of Defense designated the City and County
14 of San Francisco ("City") as the Local Redevelopment Authority ("LRA") responsible for the
15 conversion of the Base under the federal disposition process; and,

16 WHEREAS, In 1997, the Base closed and the Treasure Island Development Authority
17 ("TIDA") was created to replace the City as the LRA and to serve as a single entity
18 responsible for the reuse and development of the Base; and,

19 WHEREAS, The Board of Supervisors approved the designation of TIDA as a
20 redevelopment agency with powers over Treasure Island in Resolution No. 43-98, dated
21 February 6, 1998; and,

22 WHEREAS, The Authority is not exercising any of its redevelopment powers under
23 California community redevelopment law in connection with the reuse and development of the
24 Base, and no redevelopment project area or redevelopment plan has been adopted for the
25 Base; and,

1 WHEREAS, After a competitive bid process, the TIDA Board selected Treasure Island
2 Community Development, LLC as the proposed master developer of the Base and entered
3 into a Disposition and Development Agreement and other transaction documents relating to
4 the reuse and development of the Base (the "Project"); and,

5 WHEREAS, The Treasure Island Transportation Management Act of 2008 ("AB 981")
6 authorized the creation or designation of a Treasure Island-specific transportation
7 management agency for Treasure Island, and authorized the Board of Supervisors of the City
8 and County of San Francisco ("BOS") to designate a board or agency to act as the
9 transportation management agency for Treasure Island; and,

10 WHEREAS, AB 981 authorizes the transportation management agency to recommend
11 an initial fee structure for congestion pricing fees, to adopt on-street and off-street parking
12 fees, fines and penalties, as well as administer a transportation program and the collection
13 and use of revenues generated from fees; and,

14 WHEREAS, In April and June 2011, the TIDA Board and the BOS approved numerous
15 transaction and entitlement documents related to the Project, including the Treasure Island
16 Transportation Management Plan ("TIP"); and,

17 WHEREAS, The San Francisco County Transportation Authority ("SFCTA") is the
18 congestion management agency for San Francisco and the lead agency for recent congestion
19 pricing sector work in San Francisco, and the SFCTA has had an ongoing, positive
20 relationship with TIDA, including the planning, design and implementation of the Treasure
21 Island/Yerba Buena Island Ramps Project; and,

22 WHEREAS, On October 12, 2011, the TIDA Board authorized a Memorandum of
23 Agreement ("TIMMA MOA") with the SFCTA to conceptually outline the roles and
24 responsibilities associated with the transportation management agency, now called the
25

Treasure Island Mobility Management Agency ("TIMMA"), in the event the BOS designates the SFCTA as the TIMMA; and,

WHEREAS, The TIMMA MOA states TIDA's intention to recommend to the BOS that the SFCTA be designated as the TIMMA, and the SFCTA's intention to accept such designation; and,

WHEREAS, The TIMMA MOA states TIDA's intention to negotiate initial operating contracts and prepare formation documents for the TIMMA to be presented to the TIDA Board before March 31, 2012; and,

WHEREAS, Prior to the formation of the TIMMA in 2012, transportation related work must be performed for early stage implementation of the TIP, especially related to the negotiation, review and drafting of TIMMA formation documents, as well as the writing of applications for various federal and state grants; and,

WHEREAS, The Memorandum of Agreement currently before the TIDA Board would authorize the SFCTA to begin transportation-related work for Treasure Island, with a not-to-exceed amount of \$100,000 and a term extending from December 1, 2011 through June 30, 2012; now, therefore, be it

RESOLVED, That the TIDA Board hereby retroactively approves the Memorandum of Agreement between the Treasure Island Development Authority and the San Francisco County Transportation Authority in substantially the form attached hereto as Exhibit A; and, be it

FURTHER RESOLVED, That the TIDA Board hereby authorizes the Treasure Island Project Director to enter into any additions, amendments or other modifications to the Memorandum of Agreement that the Treasure Island Project Director determines in consultation with the City Attorney are in the best interests of TIDA, that do not materially increase the obligations or liabilities of TIDA, that do not materially reduce the rights of TIDA,

1 and are necessary or advisable to complete the preparation and approval of the Memorandum
2 of Agreement, such determination to be conclusively evidenced by the execution and delivery
3 by the Treasure Island Project Director of the documents and any amendments thereto.

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5 **CERTIFICATE OF SECRETARY**

6 I hereby certify that I am the duly elected and acting Secretary of the Treasure Island
7 Development Authority, a California nonprofit public benefit corporation, and that the above
8 Resolution was duly adopted and approved by the Board of Directors of the Authority at a
9 properly noticed meeting on December 14, 2011.

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11 _____
12 Larry Mazzola, Jr.
13 Secretary
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AGENDA ITEM 8
Treasure Island Development Authority Board of Directors
City and County of San Francisco
Meeting of December 14, 2011

Item: Resolution clarifying the term "Transitioning Households" in the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island / Yerba Buena Island Project. (Action Item)

Contact: Michael Tymoff, Project Director, Office of Economic and Workforce Development

Background

On April 21, 2011, the Treasure Island Development Authority ("TIDA") Board of Directors ("TIDA Board") took action on the Treasure Island/Yerba Buena Island Development Project ("Project") final transaction and entitlement documents. Included in these approvals was Resolution 11-16-04/21 approving the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island/Yerba Buena Island Project ("THRRs"). On June 7, 2011, the San Francisco Board of Supervisors approved Resolution 241-11, which authorized execution of the Disposition and Development Agreement ("DDA") between Treasure Island Community Development, LLC ("TICD") and TIDA, to which the THRRs are attached as an exhibit. The THRRs set forth the specific standards and procedures by which eligible households residing in the Villages at Treasure Island ("Villages") who meet all of the eligibility requirements of "Transitioning Households" under the THRRs will be offered transition benefits, including the opportunity to occupy new housing to be built on Treasure Island.

Transition Housing Rules and Regulations For The Villages At Treasure Island

Naval Station Treasure Island ("NSTI") currently houses an existing community of approximately 1,800 residents, including approximately 1,100 residents who occupy approximately 420 units in the Villages, the market-rate housing on Treasure Island and Yerba Buena Island managed by the John Stewart Company. The THRRs only apply to the residential tenants of the Villages. Residents of units that are part of the Treasure Island Homeless Development Initiative ("TIHDI") program would be transitioned under a separate TIHDI transition plan.

In 2006, the TIDA Board and the Board of Supervisors endorsed the Term Sheet and Development Plan ("Term Sheet") for the Project. In endorsing the Term Sheet, the Board of Supervisors provided direction to TIDA that the Project provide "existing households" with the opportunity to remain on Treasure Island in connection with the development of the Project, provided that their lease is active and in good standing on the date the Board of Supervisors approves the DDA, and that they continue to maintain their lease in good standing until they receive a notice to move. The Term Sheet defined "existing households" as those existing tenants on a single lease who occupy an existing market rate unit on Treasure Island or Yerba Buena Island on the qualifying date set forth in the DDA. The THRRs attached to the DDA set this

qualifying date as the effective date of the DDA, which is July 14, 2011 (the "DDA Effective Date").

In developing the draft and final THRRs, numerous public meetings, including ten on-island resident meetings and multiple Treasure Island/Yerba Buena Island Citizens Advisory Board, TIDA Board and Board of Supervisors meetings, were held where representatives of TIDA, the John Stewart Company, and TICD made presentations, provided up to date information, answered questions regarding the planning process and proposed timing for the Project, and solicited feedback and input on the policies and procedures of the draft THRRs. In addition to TIDA's normal meeting notification procedures, a written notice of each on-island meeting was mailed to every Villages household at least 7 days in advance of the meeting.

Discussion

Under the final THRRs, existing Villages households who satisfy the requirements for Transitioning Households and other eligibility requirements defined in the THRRs, will receive housing opportunities and/or other benefits as described in the final THRRs.

OEWD staff has been working collaboratively with the John Stewart Company on procedures for implementation of the THRRs, updating the residential lease agreements for tenants at the Villages, and coordinating various property management and Project pre-implementation activities. While these activities were on-going, a certain number of existing households on Treasure Island and Yerba Buena Island submitted applications to the John Stewart Company to add co-tenants to their leases. All such applications have been placed on hold, and have not been processed, pending coordination of property management activities and updating the residential lease agreement. While a majority of the applications were submitted after the DDA Effective Date, a certain number of the applications were submitted prior to the DDA Effective Date.

In order to qualify for benefits under the THRRs, Transitioning Households must meet certain eligibility requirements, including the requirement in Subsection 2.A.1.f(i) of the THRRs that the residents be lawfully occupying an existing unit in the Villages as its primary dwelling on the DDA Effective Date as evidenced by each adult resident's signature on the residential lease. The definition of Transitioning Households in Section 2.A.1.f of the THRRs is as follows (*italics added*):

f. "Transitioning Household" means a Villages Household consisting of residents who: (i) *lawfully occupied an Existing Unit in The Villages as its primary Dwelling on the DDA Effective Date as evidenced by each adult resident's signature on the Residential Lease and each minor child identified as an occupant in the Residential Lease*; (ii) continue to live in an Existing Unit until the Household receives a First Notice to Move for a Long-Term Move or accepts an In-Lieu Payment or Down Payment Assistance; and (iii) remain in Good Standing under its Residential Lease until the Household receives a First Notice to Move for a Long Term Move or accepts an In-Lieu Payment or Down Payment Assistance. A Transitioning Household specifically excludes the following: (A) any Person or Household in Unlawful Occupancy of the Existing Unit; (B) any Post-DDA Tenant in the Household; (C) any Person who occupies an Existing Unit under an

arrangement with a business entity that has entered into a Residential Lease with TIDA; and (D) any Person who occupies the Existing Unit solely for the purpose of obtaining Transition Benefits.

The resolution currently before the TIDA Board of Directors would clarify the “Transitioning Households” definition with respect to those households that submitted an application to the John Stewart Company for approval to add one or more co-tenants to the existing household’s lease prior to, or on, the DDA Effective Date of July 14, 2011. If those households’ applications are subsequently approved by the John Stewart Company in accordance with its customary approval criteria and procedures, then the approved co-tenants would be deemed to have met the requirements of Subsection 2.A.1.f.(i) of the definition of Transitioning Households. This clarification is being requested at this time so that households who submitted applications prior to the DDA Effective Date will not be penalized due to the delay in processing applications pending coordination of property management activities and updating the residential lease agreement.

For households that submitted an application for approval to add one or more co-tenants to the existing household’s lease after the DDA Effective Date of July 14, 2011, the proposed co-tenants do not meet the requirements of Section 2.A.1.f.(i) of the definition of Transitioning Households regardless of when the application is processed. If those households’ applications are subsequently approved by the John Stewart Company in accordance with its customary approval criteria and procedures, then the approved co-tenants will be Post-DDA Tenants under the THRRs.

Recommendation

Staff recommends that the TIDA Board of Directors adopt the resolution clarifying the term “Transitioning Households” in the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island / Yerba Buena Island Project.

[Transition Housing Rules and Regulations]**Resolution clarifying the term "Transitioning Households" in the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island / Yerba Buena Island Project.**

WHEREAS, Former Naval Station Treasure Island (the "Base" or "Treasure Island") is a former military base consisting of approximately 550 acres on Treasure Island and Yerba Buena Island, and is currently owned by the United States of America, acting by and through the Department of the Navy (the "Navy"); and,

WHEREAS, The Base was selected for closure and disposition by the Base Realignment and Closure Commission in 1993, acting under Public Law 101-510, and its subsequent amendments, and the Base ceased operations in 1997; and,

WHEREAS, Under the Treasure Island Conversion Act of 1997 (AB 699), which amended Section 33492.5 of the California Health and Safety Code and added Section 2.1 to Chapter 1333 of the Statutes of 1968, the State Legislature (i) granted to the Board of Supervisors the authority to designate the Treasure Island Development Authority ("TIDA") as a redevelopment agency under California Community Redevelopment Law with authority over the Base; and (ii) with respect to those portions of the Base that are subject to the public trust for commerce, navigation and fisheries (the "Public Trust"), vested in TIDA the authority to administer the Public Trust as to such property; and,

WHEREAS, TIDA is not exercising any of its redevelopment powers under California Community Redevelopment Law in connection with the reuse and development of the Base, and no redevelopment project area or redevelopment plan has been adopted for the Base; and,

WHEREAS, Under the Conversion Act and TIDA's Articles of Incorporation and Bylaws, TIDA, acting by and through its Board of Directors (the "TIDA Board"), has the power,

1 subject to applicable laws, to sell, lease, exchange, transfer, convey or otherwise grant
2 interests in or rights to use or occupy all or any portion of the Base; and,

3 WHEREAS, In 1994, the Treasure Island/Yerba Buena Island Citizens Advisory Board
4 ("CAB") was formed to (1) review reuse planning efforts for Treasure Island by the San
5 Francisco Planning Department and the San Francisco Redevelopment Agency, and (2) make
6 recommendations to the City's Planning Commission and Board of Supervisors; and,

7 WHEREAS, After completion of a competitive master developer selection process, in
8 2003, TIDA and Treasure Island Community Development, LLC ("Developer") entered into an
9 Exclusive Negotiating Agreement with respect to portions of Treasure Island and Yerba
10 Buena Island to facilitate the planning for the reuse and development of the Base (the
11 "Project"); and,

12 WHEREAS, In 2006, the Board of Supervisors by Resolution No. 699-06 endorsed a
13 Development Plan and Term Sheet for the Project that set forth the proposed terms of the
14 Project, and provided direction to TIDA that the Project provide "existing households" with the
15 opportunity to remain on Treasure Island in connection with the development of the Project,
16 provided that their lease is active and in good standing on the date the Board of Supervisors
17 approves the Disposition and Development Agreement between TIDA and Developer and
18 they continue to maintain their lease in good standing until they receive a notice to move; and,

19 WHEREAS, The 2006 Development Plan and Term Sheet defined "existing
20 households" as those existing tenants on a single lease who occupy an existing market rate
21 unit on Treasure Island or Yerba Buena Island on the qualifying date set forth in the
22 Disposition and Development Agreement; and,

23 WHEREAS, On April 21, 2011, the TIDA Board approved the Disposition and
24 Development Agreement and various other transaction and entitlement documents relating to
25

1 the Project, including the Transition Housing Rules and Regulations for the Villages at
2 Treasure Island ("Transition Housing Rules and Regulations"); and,

3 WHEREAS, The Transition Housing Rules and Regulations set forth the specific
4 standards and procedures by which eligible households residing in the Villages at Treasure
5 Island ("Villages") who meet all of the eligibility requirements of "Transitioning Households"
6 under the Transition Housing Rules and Regulations will be offered transition benefits,
7 including the opportunity to occupy new housing to be built on Treasure Island, thereby
8 implementing the direction from the Board of Supervisors; and,

9 WHEREAS, TIDA, Developer and the Office of Economic and Workforce Development
10 worked collaboratively with members of the CAB and members of the Treasure Island and
11 Yerba Buena Island community to develop the Transition Housing Rules and Regulations,
12 which were presented to the public at numerous meetings, including neighborhood community
13 meetings held in September 2009, June 2010 and December 2010, duly noticed meetings of
14 the CAB on January 11, 2011 and April 19, 2011 when the CAB voted to recommend the
15 Transition Housing Rules and Regulations for approval, duly noticed meetings of the TIDA
16 Board on January 12, 2011 and April 21, 2011, and a community meeting on January 29,
17 2011; and,

18 WHEREAS, On June 7, 2011, the Board of Supervisors approved the Disposition and
19 Development Agreement to which the Transition Housing Rules and Regulations are attached
20 as an exhibit, and the Disposition and Development Agreement became effective on July 14,
21 2011 (the "DDA Effective Date"); and,

22 WHEREAS, OEWD staff has been working collaboratively with the John Stewart
23 Company on procedures for implementation of the Transition Housing Rules and Regulations,
24 updating the residential lease agreements for tenants at the Villages, and coordinating various
25 property management and Project pre-implementation activities; and,

1 WHEREAS, While these activities were on-going, a certain number of existing
2 households on Treasure Island and Yerba Buena Island submitted applications to the John
3 Stewart Company to add co-tenants to their leases, and all such applications have been
4 placed on hold, and have not been processed, pending coordination of property management
5 activities and updating the residential lease agreement; and,

6 WHEREAS, A majority of the applications were submitted after the DDA Effective Date,
7 but a certain number of the applications were submitted prior to the DDA Effective Date; and,

8 WHEREAS, In order to qualify for benefits under the Transition Housing Rules and
9 Regulations, Transitioning Households must meet certain eligibility requirements, including
10 the requirement in Subsection 2.A.1.f(i) of the Transition Housing Rules and Regulations that
11 the residents be lawfully occupying an existing unit in the Villages as its primary dwelling on
12 the DDA Effective Date as evidenced by each adult resident's signature on the residential
13 lease; and,

14 WHEREAS, Project staff is recommending that the TIDA Board adopt this resolution to
15 clarify the "Transitioning Households" definition with respect to those households that
16 submitted an application to the John Stewart Company for approval to add one or more co-
17 tenants to the existing household's lease prior to, or on, the DDA Effective Date of July 14,
18 2011, such that if those households' applications are subsequently approved by the John
19 Stewart Company in accordance with its customary approval criteria and procedures, then the
20 approved co-tenants would be deemed to have met the requirements of Subsection 2.A.1.f.(i)
21 of the definition of Transitioning Households; and,

22 WHEREAS, For households that submitted an application for approval to add one or
23 more co-tenants to the existing household's lease after the DDA Effective Date of July 14,
24 2011, the proposed co-tenants do not meet the requirements of Section 2.A.1.f.(i) of the
25 definition of Transitioning Households regardless of when the application is processed, so if

1 those households' applications are subsequently approved by the John Stewart Company in
2 accordance with its customary approval criteria and procedures, then the approved co-tenants
3 will be Post-DDA Tenants under the Transition Housing Rules and Regulations; and,

4 WHEREAS, The clarification is being proposed at this time so that households who
5 submitted applications prior to the DDA Effective Date will not be penalized due to the delay in
6 processing applications pending coordination of property management activities and updating
7 the residential lease agreement; now, therefore, be it,

8 RESOLVED, That for households that submitted an application to the John Stewart
9 Company for approval to add one or more co-tenants to the existing household's lease prior
10 to, or on, the DDA Effective Date of July 14, 2011, if those households' applications are
11 subsequently approved by the John Stewart Company in accordance with its customary
12 approval criteria and procedures, then the approved co-tenants are deemed to have met the
13 requirements of Subsection 2.A.1.f.(i) of the definition of Transitioning Households; and, be it

14 FURTHER RESOLVED, That for households that submitted an application for approval
15 to add one or more co-tenants to the existing household's lease after the DDA Effective Date
16 of July 14, 2011, if those households' applications are subsequently approved by the John
17 Stewart Company in accordance with its customary approval criteria and procedures, then the
18 approved co-tenants will be Post-DDA Tenants under the Transition Housing Rules and
19 Regulations; and be it,

20 FURTHER RESOLVED, That the TIDA Board authorizes the Treasure Island Project
21 Director ("Director") to make any amendments or modifications to the Transition Housing
22 Rules and Regulations that the Director determines, in consultation with the City Attorney, are
23 in the best interest of TIDA, do not materially decrease the benefits to or materially increase
24 the obligations or liabilities of TIDA, and are in compliance with all applicable laws.

1 CERTIFICATE OF SECRETARY

2 I hereby certify that I am the duly elected Secretary of the Treasure Island
3 Development Authority, a California nonprofit public benefit corporation, and that the
4 above Resolution was duly adopted and approved by the Board of Directors of the
5 Authority at a properly noticed meeting on December 14, 2011.
6
7

8 _____
9 Larry Mazzola, Jr.
10 Secretary
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AGENDA ITEM 9
Treasure Island Development Authority
City and County of San Francisco
Meeting of December 14, 2011

Subject: Informational Presentation on Proposed Revisions to Clipper Cove Anchorage Permit Policies and Procedures, Clipper Cove Rules and Regulations and San Francisco Police Code Section 1.1 (*Discussion Item*)

Contact Mirian Saez, Director of Island Operations
Phone (415) 274-0660

BACKGROUND

Treasure Island's Clipper Cove, located between the southern shore of Treasure Island and the northern shore of Yerba Buena Island, is a semi-secluded section of San Francisco Bay that houses the Treasure Island Marina and Treasure Island Sailing Center. Due to its location and lack of prevailing current, Clipper Cove is also renowned as a popular still water anchorage location for Bay Area boaters. In 2009, the San Francisco Police Code (the "Police Code") was amended to designate Clipper Cove as a Special Use Area. On December 9, 2009, the Treasure Island Development Authority Board of Directors (the "Authority Board") approved the Clipper Cove Anchorage Permit Policies and Procedures (the "Anchorage Policy") and Rules and Regulations (the "Cove Rules and Regulations") establishing an anchorage permitting process and governing the activities of vessels as well as vessel owners, operators and passengers within Clipper Cove.

The Anchorage Policy and Cove Rules and Regulations have been in effect and enforced by Project Office staff and the San Francisco Police Department ("SFPD") Marine Unit since January of 2010. During that time period, Project Office staff has issued 103 short-term Anchorage Permits and 25 long-term Anchorage Permits. Public feedback to-date from the recreational boating community is overwhelmingly positive. The Anchorage Policy and Rules and Regulations serve as an effective tool in relieving Clipper Cove of the collection of derelict and abandoned vessels which populated the Cove, as well serving as a deterrent against irresponsible vessel owners and operators.

Based on experiences gained over the last two years during initial implementation and ongoing monitoring and enforcement of the Anchorage Policy and the Cove Rules and Regulations, Project Office staff has identified several proposed revisions to the Anchorage Policy and the Cove Rules and Regulations which will serve to clarify and strengthen the documents while also allow for appropriate enforcement of on-the-water activities under a revised Section 1.1 of the Police Code. In addition to these revisions, Project Office staff and the SFPD anticipate that amendments to the language of Police Code Section 1.1 will be necessary to achieve a more appropriate level of enforcement ability within Clipper Cove.

This is an appropriate time to examine the current environment within Clipper Cove as it relates to the Anchorage Policy, Cove Rules and Regulations and operational and enforcement activities. An influx of recreational boaters and attention to San Francisco Bay is expected over the coming two years due to the World Series of Sailing events in

2012 and the 34th America's Cup in 2013. With the current Anchorage Policy and Rules and Regulations now in place for approximately two years, general review and specific revisions made at this time will assure appropriate Authority management of Clipper Cove during World Series and America's Cup event activities as well as assure that Clipper Cove remains a safe and convenient temporary anchorage location for the recreational boating community.

CLIPPER COVE ANCHORAGE POLICY AND PROCEDURES REVISIONS

The Anchorage Policy spells out the operational and logistical process for application, issuance and revocation of Anchorage Permits, including the process for requesting an extension of a permit based on mitigating circumstances, and the limitations on Anchorage Permit application and issuance. The proposed Anchorage Policy revisions will clarify the definition of an Anchorage Permit term as it relates to vessel movement in and out of Clipper Cove within the term of an Anchorage Permit; it will clarify limitations on timeframes and the waiting period imposed on vessels between individual Anchorage Permit applications; it will clarify limitations on the amount of vessels able to anchor in Clipper Cove at any given time; and will also clarify the process for requesting extension of a Short-Term Anchorage Permit.

These proposed revisions are expected to strengthen areas of the existing Anchorage Policy identified by Project Office staff as subject to abuse by a small number of vessels and vessel owners anchoring in Clipper Cove on a continuous basis without adhering to the requirements of the current Anchorage Policy and Anchorage Permit system. It is expected that the proposed revisions to the Anchorage Policy will have little to no effect on the current mechanisms used by Project Office staff for issuance, tracking and enforcement of Anchorage Permits, nor on the current methods of Anchorage Permit application and issuance available to recreational boaters wishing to obtain Anchorage Permits.

CLIPPER COVE RULES AND REGULATIONS REVISIONS

The Cove Rules and Regulations govern on-the-water activities in Clipper Cove, establishing requirements vessels, vessel owners, vessel operators and vessel passengers must comply with in order to moor or anchor in Clipper Cove regardless of the length of anchorage. The Rules and Regulations are intended to protect public health and safety, to preserve recreational use of the Cove, and to require generally acceptable levels of vessel seaworthiness and on-board safety and sanitary conditions supporting the intent of the Rules and Regulations. The current Police Code Article 1 Section 1.1 does not provide for citation or enforcement of violations of the Cove Rules and Regulations. Over the past two years, Project Office staff has identified several detrimental actions which should be prohibited and subject to penalty if violated, including but not limited to unauthorized salvaging within Clipper Cove and anchorage of vessels within specific environmental monitoring areas inside Clipper Cove associated with the Bay Bridge construction project.

Proposed revisions to the Clipper Cove Rules and Regulations will seek to clarify prohibitions on specific on-the-water activities identified by Project Office staff as inconsistent with the goals of the Anchorage Policy and Rules and Regulations. Such clarifications are expected to include designation of a specific Anchorage Area within the larger Clipper Cove Special Use Area; prohibition on anchorage outside the designated

Anchorage Area without Authority pre-approval; prohibition on commercial operations and commercial salvaging activities within Clipper Cove without Authority pre-approval; and limitations on the length to which vessels may be left unattended in Clipper Cove.

SAN FRANCISCO POLICE REVISIONS

As the Anchorage Policy and Police Code Section 1.1 are currently written, SFPD Marine Unit may only cite vessel owners or operators lacking appropriate Anchorage Permit or being anchored in Clipper Cove for more than 24 hours without obtaining an appropriate Anchorage Permit. While the Authority possesses the ability to expeditiously remove vessels in violation from Clipper Cove, a vessel owner or vessel operator who violates the Rules and Regulations, and thus has an existing Anchorage Permit revoked, can still only be cited for the offense of anchorage without appropriate Anchorage Permit. The same is true for a vessel owner or operator without a current Anchorage Permit who violates the Rules and Regulations.

Over the past two years this current enforcement ability has rid Clipper Cove of more than a dozen abandoned and derelict vessels which necessitated the initial creation of an Anchorage Policy and Rules and Regulations. However additional issues not contemplated in the original formulation of the Special-Use Area have emerged which require stated prohibitions and increased enforcement ability over what is now available under the current system. Police Code Section 1.1 does not currently allow for direct enforcement by SFPD Marine Unit of violations of the Clipper Cove Rules and Regulations, nor does it allow for issuance of a citation for any offense above and beyond failure to possess a valid Anchorage Permit, nor does it allow for issuance of citation to a vessel itself, only to a vessel owner or operator found on-board the vessel at time of engagement.

Project Office staff will formulate a proposed amendment to Police Code Section 1.1, in consultation with the Office of the City Attorney and the SFPD, which will address such shortcomings by amending the citable violations within the Special Use Area to specifically include violations of the Rules and Regulations, and to also allow for citation of a vessel directly. While not expected to impose additional requirements on responsible recreational boaters or their vessels, the proposed changes to the Police Code Article 1 Section 1.1 will allow for clarity of prohibited activities within Clipper Cove as well as clarification of consequences and penalties associated with violations of the Rules and Regulations caused by the vessel or by actions of the vessel owner or operator.

NEXT STEPS

As discussed above, Project Office staff will work in consultation with the San Francisco Police Department and the Office of the City Attorney to finalize the language of the proposed revised Police Code Section 1.1, the Clipper Cove Rules and Regulations and the Clipper Cove Anchorage Policy and Procedures. Project Office staff will also consult with representatives from the recreational boating community who were of vital assistance during the original Anchorage Policy creation process in 2009, including members of the Treasure Island Yacht Club, Treasure Isle Marina staff and the staff of "Latitude 38", a Bay Area based recreational boating periodical.

Project Office staff anticipates bringing an item before the Authority Board its regular January meeting presenting the specific proposed revisions to the Cove Rules and

Regulations and Anchorage Policy and Procedures, along with proposed amendments to Police Code Article 1 Section 1.1. It is expected that the proposed Police Code amendment will require additional action by the San Francisco Police Department and San Francisco Board of Supervisors in order to be adopted.

Prepared by Peter Summerville
for Mirian Saez, Director Island Operations



AGENDA ITEM 10
Treasure Island Development Authority
City and County of San Francisco
Meeting of December 14, 2011

Subject: Informational Presentation on the Treasure Island Rental Policy for Special Events and Event Venue Rate Schedule.

Contact: Jack Nathanson, Special Events Manager

Phone: 415-274-0688

BACKGROUND:

Rental Policy for Special Events and an Event Venue Rent Schedule was adopted by the Treasure Island Development Authority (the "Authority Board") on February 14, 2007, and the rent schedule later revised on October 10, 2007. The Rental Policy provides a consistent and transparent tool for the management of event rentals, film and photo shoots and parking lot rentals. In addition, the Rental Policy serves as a comprehensive structure of standard operating procedures by which to effectively execute a Use Permit. The Event Venue Rate Schedule clearly defines the rates associated with the use of the venues as well as ancillary fees related to extra charges such as set up days.

The Rental Policy and Rate Schedule have been in effect now for over four years, and during that time, the events component on Treasure Island has dramatically evolved. For example, a Joint Venture ("JV") between Treasure Island Homeless Development Initiative, a California nonprofit corporation ("TIHDI"), Toolworks, a California nonprofit corporation, and Wine Valley, Inc., a California corporation doing business as Wine Valley Catering was formed in October 2007. The goals of the JV were to provide employment and job training opportunities for homeless, at risk and/or disabled residents of Treasure Island and San Francisco, while increasing event rental revenues for the Treasure Island Development Authority (the "Authority"). The JV currently manages special event operations at Casa De La Vista, Building One, The Chapel, and Pavilion by the Bay, which was built in 2009. Additionally, on December 1, 2009, the Authority Board entered into a sublease of Quarters 1 ("The Nimitz House") with Monica Hobbs Catering for the purpose of hosting special events at the location on Yerba Buena Island. On July 1, 2010, the Authority Board entered into a sublease of approximately 8,000 square feet of space in Building 180 with Solrouge, LLC., a California limited liability company. In that space, Solrouge developed Winery SF, where they produce wine, operate a tasting and sales room, and host numerous special events such as weddings each year. In December 1, 2010, the Authority Board entered into a sublease of Building

140, the former Nimitz Conference Center, with Pacific Brokerage Inc., a California Corporation. Pacific Brokerage renovated the building and currently operates a thriving restaurant and special events venue at the location. Finally, The Authority, through it's own efforts in promoting Treasure Island as a "Recreation Destination" has been successful in promoting such events as Treasure Island Music Festival, Oracle Open World Appreciation Night, and Treasure Island Flea Market. Project staff concludes that due to the profile and volume of special events on Treasure Island, revisions to the Rental Policy are required. Proposed changes will reflect current economic and market conditions, subleasing of the venue portfolio, and revisions to language in The Use Permit to ensure adherence to The Administrative Code of The City and County of San Francisco.

PROPOSED CHANGES TO THE TREASURE ISLAND RENTAL POLICY:

Project Staff proposes to make several revisions to the Rental Policy (See attached as Exhibit "A"). The revisions include the following:

1. Provisions for Ferry Landing Fees have been removed as Pier 1 is now under sublease to Bay Ship and Yacht Company.
2. Section I (Rental Rate Classifications) has been revised to include discount provisions for City employees. Previously, there was no discount for City employees.
3. Section IG (At – Cost Rates) has been revised to reflect current eligible organizations. Kidango, and Glide Memorial Methodist Church have been removed.
4. Section IID- Parking Lot rates has been revised to reflect current rate calculations of parking lots not included in the Rental Rate Schedule. Authority may charge (add the new change) depending on the condition of the parking lot.
5. Section III- Special Event Application Submittal, Review, Approval Application has been expanded to include full description of the process of application submittal, review, and approval.
6. Section VI (General Liability Insurance) has been updated to reflect current insurance and endorsement requirements as well as allowing the Authority to require greater insurance coverages depending on the type, size or location of an event.

PROPOSED CHANGES TO THE RATE SCHEDULE:

Rental Schedule has been revised to reflect economic and market conditions based on Project Staff's Competitive Analysis (See attached as Exhibit "B") of similar Bay Area special event venues. Project Staff's revisions include 50% discounted Sunday through Thursday rates for Casa De la Vista and Building One. For the Chapel, Project Staff proposes a non-catering rate reduction from \$1,500 to \$1,000 in order to attract off - Island businesses and encourage other Island event venues to utilize the facility. Lastly, the pricing for Building Three has been repositioned resulting in a reduction of the event day rate from \$16,500 to \$10,000 and increasing the set-up and breakdown fees from \$2,500 to \$5,000 per day. Project Staff believes these changes will allow our event venues to be more competitive within the market.

PROPOSED CHANGES TO THE USE PERMIT:

The Use Permit (See attached as Exhibit "C") has been revised to include language relating to Section 21C.4 of San Francisco Administrative Code regarding prevailing wages. This language will require all employees of City and County permittees engaging in certain theatrical or technical services be paid no less than the Prevailing Rate of Wages, including fringe benefits or the matching equivalents thereof, paid in private employment for similar work. Project staff proposes exemptions for nonprofit and volunteer organizations under this section.

BUDGET IMPACT:

Project anticipates positive effect on special event revenue as a result of these proposed changes.

NEXT STEPS:

Project staff will consult Treasure Island stake holders regarding input on proposed changes and return to the Board in January seeking approval on the final versions.

EXHIBITS:

EXHIBIT A: Draft Rental Policy for Special Events Including Rate Schedule

EXHIBIT B: Venue Rate Competitive Analysis

Prepared by: Jack Nathanson, Special Events Manager
For: Mirian Saez, Director of Island Operations

EXHIBIT A

TREASURE ISLAND DEVELOPMENT AUTHORITY RENTAL POLICY FOR SPECIAL EVENTS (Proposed Changes Italicized)

The Rental Policy applies to any use of facilities on Treasure Island and Yerba Buena Island for special events. Special events are defined as gatherings of two or more persons for reserved use, public or private, of indoor or outdoor facilities which include, but are not limited to the following.

- Weddings and Domestic Ceremonies; Bar & Bat Mitzvahs; graduation, anniversary, and birthday parties
- Picnics, motorcycle rides, and marching band practices
- All sports and athletic practices, games, and tournaments
- Corporate events: meetings, conferences, luncheons, dinners, auctions, cocktail parties, holiday events
- Fundraising walks, triathlons, bike races, and water-related sports events
- School dances, art exhibits, and trade shows
- Any public festivals, concerts, musical performances and open air markets
- City sponsored events

The Rental Policy applies to all applicants, without discrimination with regard to race, color, creed, religion, ethnicity, national origin, ancestry, age, sex, gender identity, sexual orientation, domestic partner status, marital status, HIV status, political affiliation, disability, weight, height, or any other designations prohibited by law.

I. RENTAL RATE CLASSIFICATIONS

The Event Venue Rate Schedule includes standard rates for all use, holiday rates for use of facilities on all major holidays, and non-profit rates for those entities with a 501(c)(3) status. Off peak rates for the Chapel are available during less desirable rental periods. Several discounts are available, including a military discount to all active military personnel and all veterans, discounts to city employees, and a discount on events planned within a short term time period of two months prior to the event date. See Exhibit A for the Event Venue Rate Schedule.

A. STANDARD RATES

The standard rates apply to the rental of each venue and include a definitive length of time for each rental period.

B. HOLIDAY RATES

The holiday rates apply to the rental of venues on all major holidays, the month of December, and incur a 20% increase from the standard rates. This increase in rates reflects the high demand for event space on and around major holidays.

Holiday rates apply on the following dates:

- February 14

- March 17
- Easter Sunday
- Memorial Day
- July 4
- Labor Day
- October 31
- Thanksgiving Day
- The month of December

C. NON-PROFIT RATES

The non-profit rates, which are a 20% reduction from the standard rates, apply only to those entities with 501(c)(3) status. This reduction in rates proposes to accommodate non-profit entities with generally lower budgets for events and fundraisers.

Those entities requesting approval of the non-profit rate must submit a letter from the nonprofit organization stating that the proposed use of the Treasure Island facilities is in furtherance of the nonprofit organization's purpose and mission for which it obtained tax exemption under Section 501(c)(3) of the United States Internal Revenue Code. A copy of the Internal Revenue Service's written determination that the applicant nonprofit is exempt from taxation under Section 501(c)(3) of the United States Internal Revenue Code is required.

D. OFF-PEAK RATES

Off-peak rates apply to the rental of the Chapel at the hours and days specified below to accommodate the numerous requests for use of the Chapel for Bible study, religious services and community events.

Monday, Tuesday, and Wednesday: at any time

Sunday: from 8:00AM to 12:00PM

The off-peak rate is offered per hour with a three hour minimum.

E: MILITARY DISCOUNT RATES

To accommodate the large number of inquiries for military personnel discounts, a 10% discount is available for active members of the military and all veterans.

F: CITY EMPLOYEE DISCOUNT RATES

To accommodate the large number of inquiries for city personnel discounts, a 10% discount is available for active city and county employees..

G. NEGOTIATED RATES and SHORT TERM DISCOUNTS

While the Event Venue Rate Schedule gives structure to the most common use and application of venues on Treasure Island such as weddings, picnics, and parties, a variety of miscellaneous use is frequently requested of Project Staff. Many applications received for use of space or facilities cannot fit into the structured framework by which the majority of events typically produced on Treasure Island can adhere.

Rental rates will often need adjustment based on a variety of atypical circumstances such as press conferences, outdoor festivals, and races or walks utilizing streets and portions of the Island not regularly used. Often considerations in cost can lead to the event producer choosing Treasure Island as an event site over another option.

In some cases, rental rates will call for adjustment so the use of space is not cost prohibitive to a prospective client. This is often the case involving multiple venue use and multiple day use. In these instances, the adjustment in rates may lead to a discount.

Discounts may occasionally be necessary in the case of a request for a rental reservation within a short term time period. Typically, any request for use of space within any current two month period is considered a short term request. These types of short term requests are typically for press conferences, corporate retreats and meetings, and memorial services. The ability to offer a discounted rate for use of a venue that would otherwise generate no revenue on the specific requested date will lead to an increase in overall revenue.

The Director of Island Operations shall evaluate any infrequent and atypical event proposals, as well as any requests for venues within a short term period, and shall decide what discounts will apply. The Director of Island Operations shall, on no less than a quarterly basis, report to the Authority Board on rental rate considerations granted as part of the Director's Report at regularly scheduled meetings.

H. AT-COST RATES

All available properties on Treasure Island and Yerba Buena Island that have been leased to the Treasure Island Development Authority by the United States Navy can be subleased to eligible organizations and entities on an At-Cost Rate. At-Cost refers to the calculated actual cost to provide the facility for use. Each venue will be assigned a predetermined At-Cost Rate based on calculations set forth below.

Calculation of At-Cost Rate:

At-Cost Rate is based on the actual cost of the following services.

- Janitorial service to clean the venue before and after use
- Garbage disposal and pick up from venue
- Landscape services for upkeep around venue
- Onsite event staff assignments
- Building maintenance and service as provided by DPW
- Cost of utilities as provided by PUC
- Cost of Project Staff time and materials, including such cost of City Attorney's office, other City departments, contractor, or consultant, as necessary

Eligibility:

Organizations will be eligible to receive the At-Cost Rate only if the requested use is for the direct benefit of the residents, students, and tenants of Treasure Island. The At-Cost Rate will not

apply to private events for individuals. A formal, detailed event proposal will be required for submittal, specifying the purpose and benefit of the use.

Eligible Organizations:

Treasure Island Development Authority (TIDA)
Departments of the City and County of San Francisco (CCSF)
State and Federal Government Agencies
Treasure Island Homeless Development Initiative (TIHDI)

Members of TIHDI including:

Boys & Girls Club
Catholic Charities
Community Housing Partnership
Haight Ashbury Free Clinics
Swords to Plowshares
Waldenhouse
Rubicon Programs
Toolworks

Treasure Island Job Corps
Delancey Street-Life Learning Academy
Glide Memorial Methodist Church-Treasure Island
YMCA-Treasure Island
Treasure Island Sailing Center
Treasure Island Community Associations
Including: Treasure Island Community Network (TICN)
San Francisco Islands' Community Association (SFICA)
Treasure Island Citizens' Advisory Board
San Francisco Little League
San Francisco Gaelic Athletic Association
San Francisco Golden Gate Rugby Association
United States Navy-Caretaker Site Office (CSO)
Restoration Advisory Board (RAB)
John Stewart Company-Villages at Treasure Island

I. WAIVER OF STANDARD RATES

Frequently, Project Staff receives requests for a waiver of rental fees. These requests are proposed for various purposes, including the use of facilities for the purposes of public service or the direct benefit of Island residents and the City of San Francisco. Examples include the Treasure Island Community Picnic, the Navy's RAB meetings for residents, a corporate sponsored volunteer clean up day, City sponsored press conferences, and the Treasure Island Job Corps's use of the Chapel for a memorial service.

Organizations which meet the same eligibility requirements necessary to be considered for the At-Cost Rate, may be issued a Use Permit with a wavier of rates **if no profit is generated from the event.**

The Director of Island Operations shall use his/her discretion to waive rental fees as appropriate for instances as they arise. The Director of Island Operations shall, on no less than a quarterly basis, report on any such rental rate waivers granted to the Authority Board as part of the Director's Report at each regularly scheduled meeting. The Director of Island Operations shall not waive Event Venue Rates in excess of \$5,000 without the approval of the Authority Board.

J. PROMOTIONAL RATES

In support of the overall goal to increase use of the venues so as to boost the revenue generated from Special Events, Project Staff often schedules promotional events in the venues. These promotional events range from a prearranged bus tour of the various venues, an informal lunch and tour, or to a larger scale dinner event and tour attended by event industry professionals. This type of outreach to professionals in the event industry allows Treasure Island to develop a larger base of wedding and event planners who can become familiarized with the venues and experience what Treasure Island has to offer. These planners may then recommend Treasure Island venues to their clients and work to promote Treasure Island.

The Director of Island Operations shall review each promotional opportunity and decide if the At-Cost Rate or Waiver of Standard Rates is appropriate. An example of a promotional event which would merit the At Cost Rate is the International Special Events Society gala. An example of a promotional event which would merit a Waiver of Standard Rates is a TIDA sponsored luncheon and tour of the venues.

K. FILM AND PHOTO SHOOT RATES

A Use Permit for Film Production and Related Activities is issued for any film or photo shoots that take place on Treasure or Yerba Buena Islands. The two main rate classifications are: 1) Still Photo Shoot and; 2) Film Shoot. Within each classification, the type of shoot is further distinguished as a Major Shoot or Minor Shoot.

Minor film and photo shoots are those that require very few to no support functions, such as the photographer and the subject only, with minimal equipment.

Major film and photo shoots are those that require substantial support, such as a film crew, prop, vehicles, generators, lighting, and road closures.

Rates for film and photo shoots are included on the Event Venue Rate Schedule attached as Exhibit A. For use of a facility or event venue, at no time shall the fee charged for a film or photo shoot be less than the rental rate as specified under the Event Venue Rate Schedule for that premises.

II. ADDITIONAL FEES

Those events that are common and can conform to the structure that has been established for the rental process will often include event components that require additional rental time incorporated into a rental reservation. Therefore, additional fees are available to allow for such various circumstances.

A. EXTRA HOURS

Each event contains certain variables that may cause the need for hours of use outside of the standard base rental for each facility. Common variables that may require extra hours of use are elaborate décor designs, lighting installations, catering needs, tent installation and removal, and extensive clean up requirements. Thus, additional time is offered to meet these needs which can be purchased per hour.

The extra hours allow for individual events to modify the rental period so that the desired level of décor/set up can be achieved. This flexibility in price structure benefits those events that may require extra hours, as well as those that do not.

B. SET-UP AND BREAKDOWN DAY FEES

Often an event décor design is so elaborate and extensive that an entire day may be used for set up and/or breakdown of stages, tents, lighting, and exhibits. TIDA recognizes that many events involve pre-event and post-event activities such as these and therefore accommodates additional days at a lower rental fee than the actual event day itself. In the instance that a full day (equivalent to the base rental period of the facility) is required for set up or breakdown, 50% of the base Rate Schedule will be charged.

C. REHEARSALS

Weddings and domestic ceremonies often request use of a facility for a ceremony rehearsal. Thus, rehearsal requests are accommodated, per hour, at the standard Extra Hour Rate.

D. PARKING LOT RATES

For each venue rental, a designated number of parking spots is included in the base rental structure. Often, an event will require use of additional parking lots for one of two reasons: 1) additional parking needs; or 2) additional event space, such as for tents, a car show, or an outdoor festival. The rates incurred for the additional lots requested are structured to accommodate the two types of uses.

- i. Parking Lot Rates for additional parking needs will be calculated between \$.05 and \$.25 per square foot per month, depending on criteria such as whether the lot is paved or has lighting.
- ii. Parking Lot Rates for additional event space needs will be calculated at \$500 for any lot under 30,000 square feet, \$1,000 for any lot between 30,000 square feet and 100,000 square feet, and \$1,500 for any lot over 100,000 square feet.

III.

Special Event Application Submittal, Review and Approval:

All Special Events held on the Islands must possess a Special Event Use Permit (heretofore referred to as a "Use Permit") issued by the Treasure Island Development Authority for use of facilities and grounds on Treasure Island. To initiate the Use Permit application and venue reservation process, the Event Producer shall complete and submit to the Authority in a time period of no later than 150 days prior to the proposed Event Date, unless otherwise notified by the Authority:

- *A Treasure Island Development Authority Special Event Application (Heretofore referred to as the "Application", a copy of which is included in this packet). Event Producers shall complete all sections of the Application including the proposed on-Island Venue for the Special Event; a clear, complete and truthful description of the entire scope of the Special Event, including dates of all*

Special Event set-up and take-down activities preceding and following the Special Event itself.

- *A check, cashiers check or money order equal to 50% of the total Venue Use Fee payable to "Treasure Island Development Authority". Cash and credit/debit card payments are not accepted.*

Application review will not begin until both the completed Application and check are received. Incomplete Applications or lack of appropriate level of detail on the Application shall delay Authority review. Upon receipt of the Application, Authority staff shall review the information contained in the Application, conduct due-diligence on the Event Producer, and identify additional regulatory reviews and permits from other relevant City agencies which will be required for the Event. If requested by the Authority, Event Producers shall provide professional references or any other additional information about the proposed Special Event in a timely manner. Authority staff shall request any additional information required within 10 working days of receiving an Application. The Authority shall reserve the right to request review of the Application by other pertinent agencies of the City and County of San Francisco or State of California. Event Producer shall provide all additional information requested by the Authority as a result of these additional reviews.

Upon completion of Application review, the Authority shall notify the Event Producer of approval or rejection of the Application in writing. If an Application is approved, this letter shall also indicate additional regulatory reviews and permits required of the Special Event and Event Producer. If an Application is rejected, the Authority shall send the Event Promoter a letter denying the Application. Event Promoters may appeal any such rejection directly to the Director of Island Operations.

An approval letter does not represent a final approval of the Special Event nor issuance of a Special Event Use Permit, it is strictly a confirmation of exclusive reservation of the Venue. A Special Event Use Permit is not issued until all Special Event requirements are fulfilled by the Event Producer.

Reservation of Venue and Payment of Venue Use Fee and Security Deposit:

Upon approval of the Application, the submitted check shall be deposited and will serve to establish a formal reservation of the Event Venue by the Authority. This amount shall be credited toward the total Venue Use Fee for the Special Event owed by the Event Producer. Except in extenuating circumstances, this initial 50% payment is non-refundable, regardless of future cancellation of the Event by the Sponsor or Producer. The balance of the Venue Use Fee shall be due to the Authority no later than forty-five (45) working days prior to the Special Event move-in day at the Venue.

The Event Sponsor or Producer shall also be required to pay the Authority a separate Venue Security Deposit on the venue equal to 50% of the total Venue Use Fee, payable by check or cashiers check to "Treasure Island Development Authority". The Venue Security Deposit shall be due to the Authority no later than forty-five (45) working days

prior to the Special Event move-in day at the Venue. The Authority shall deposit and hold this payment until after the Special Event is completed and the Venue is completely vacated by the Event Producer. At such time the Authority will inspect the Venue and deduct from the Security Deposit any amounts required to repair damage caused to the Venue or surrounding area by the Event Producer. The full Security Deposit amount, or portion thereof, will be refunded to the Event Producer within 4 to 6 weeks of the Event Producer vacating the Venue.

Treasure Island Special Event Use Permit:

Upon approval of the Special Event Application and deposit of the 50% payment of the Use Fee, the Authority shall draft a Treasure Island Special Event Use Permit (referred to as the "Use Permit") between the Authority and the Event Promoter. The Use Permit document is the formal contract allowing for use of the Venue and it sets forth the business terms and conditions between the Authority and the Event Producer for the use of the Venue. The Use Permit document shall dictate all terms, conditions and restrictions under which the Special Event shall be held, including additional Permits and requirements imposed by other pertinent agencies. All Special Events held on Treasure Island require a Use Permit document regardless of the size or duration of the Special Event.

Use Permits are only considered valid upon execution by the Event Producer, the Office of the San Francisco City Attorney, and the Director of Island Operations. Upon full execution of the Use Permit, one original copy shall be issued to the Event Producer and one copy shall be filed at the Authority office. Failure of Event Producers to comply with all Use Permit requirements, including but not limited to failure to secure additional required permits from other City departments, failure to secure appropriate insurance and failure to make full payment to the Authority of the Use Fee and Security Deposit, is considered cause for the Director of Island Operations to withhold execution of a Use Permit. The Authority may revoke a fully executed Special Event Use Permit at any time before or during the term of the Use Permit, including during the Special Event itself, should the Event Producer fail to adhere to any of the terms and conditions of the Use Permit.

Securing Additional Regulatory Permits and City Agency Reviews:

Upon reservation of venue and receipt of confirmation of Application approval from the Authority, Event Producers shall be responsible for securing all regulatory reviews, approvals or permits that may be required by other City agencies as specified by the Authority in the Application approval letter. Event sponsors will be responsible for coordinating additional approvals and permits from other City Departments, as well as fulfilling any required conditions of these approvals and permits.

Depending on size, location and type of event, additional permits that **may** be required include, (but are not limited to), the following:

- Department of Building Inspection Temporary Building Permit for construction of temporary structures and staging.

- *Treasure Island Dig Permit for any breaking of ground, excavation or tent staking.*
- *San Francisco Fire Department Open Flame Permit; Public Assembly Permit; Flammable Material Storage Permit; including possible Bureau of Fire Prevention staffing requirement for event.*
- *San Francisco Police Department approval of Transportation Plan and Special Event security staffing; including possible SFPD 10B Event Officer staffing requirement for event;*
- *San Francisco Entertainment Commission Itinerant Show Permit; Loudspeaker Permit; Mechanical Contrivance Permit; One Night Event Permit.*
- *San Francisco Department of Emergency Management approval of Event Medical Plan.*
- *San Francisco Department of Public Health Temporary Event Permit for food service.*
- *CalTrans Encroachment Permit for closure of traffic lane on San Francisco-Oakland Bay Bridge (if requested by Event Producer).*
- *California State Athletic Commission approval and assigned staffing.*

IV. SECURITY DEPOSITS

A. SECURITY DEPOSIT REQUIREMENT

Applicants or event sponsors are required to submit a security deposit to accompany the Facility Use Application. The required deposit is 50% of the base Standard Rate Schedule of the venue requested regardless if a discount is applied. This deposit is fully refundable and is required by the Treasure Island Development Authority to provide reasonable assurance that the facilities will be treated with care and that any damages will be repaired at the applicant's expense. Deposits will be refunded no later than 45 business days after the event, provided the facilities are left in the same condition in which they were rented. Events that have been approved At-Cost or with a Waiver of Standard Rates do not need to submit a security deposit.

Any organization requesting consideration for the At - Cost Rate must follow all standard procedures for event rentals. A Facility Use Application must be completed and submitted with a minimum refundable deposit of \$500. Additionally, a formal written proposal must be submitted with the application detailing the type of use and the benefit that will serve the Treasure Island community. All Rules and Regulations, Policies and Procedures set forth in the Event Application Packet will apply.

B. SECURITY DEPOSIT RETURN

Once the event has taken place, if no damage has occurred and no extra hours were used, then the full deposit is returned to the Permittee within thirty days after the event.

If any damage to the facility has occurred, the Special Events staff will notify the Permittee in writing and estimate the repair cost within 30 days of the event. The Special Events staff will refund the security deposit after receipts of the actual repair cost are provided and fees are deducted from the security deposit, no later than 60 days after the event date.

If the Permittee has occupied the venue for extended hours over those specified in the Use Permit, the standard extra hour fee is deducted from the security deposit. Extra hours are not prorated and any increment of extra time will automatically incur an extra hour charge.

C. CANCELLATIONS AND CHANGES POLICY

Cancellations, postponements, and changes of date or venue must be received in writing in order to receive a deposit refund. Any postponement of date or change of date or venue will be considered a cancellation of the current reservation and a request for a new reservation. Thus, the Cancellation and Changes Policy will apply to any request for postponement and/or change of date or venue.

The minimum cancellation fee is \$250 per venue. Cancellations, postponements, or changes of date or venue, made fewer than 30 days prior to an event will receive no deposit refund.

Security deposits, less a cancellation fee, will be refunded if the Treasure Island Development Authority receives written notice of cancellation, postponement, or change of date or venue at least 30 days prior to the scheduled event. The minimum cancellation fee of \$250 will apply to each venue. If notice of cancellation, postponement, or change of date or venue is received fewer than 150 days prior to the scheduled event, security deposits will be refunded according to the following schedule:

CANCELLATION, POSTPONEMENT, CHANGE OF DATE OR VENUE	CANCELLATION FEE	REFUND AMOUNT
(days before event)	(percentage of deposit)	(percentage of deposit)
150 days or more	\$250	100% less \$250
149-120 days	20%	80%
119-90 days	40%	60%
89-60 days	60%	40%
59-30 days	80%	20%
29 days and fewer	100%	0

V. SECURITY AND PERMITS

The Permittee shall provide, at its expense, any and all additional security and police officers required for the event as determined by the San Francisco Police Department, as well as, any medical life safety personnel or vehicles during the hours of operation of the event, as determined necessary by the San Francisco Fire Department.

The Permittee shall obtain approval from the San Francisco Police Department for alcohol sales and must obtain a one day liquor license from the California Department of Alcoholic Beverage Control.

The approval and application of an At Cost Rate will not preclude the user from obtaining any necessary and required permit or regulation from City departments.

VI. INSURANCE

Special Event Insurance Requirements:

In addition to issuance of a Use Permit, Event Producers are required to carry adequate liability insurance coverage for all Special Events held on Treasure Island. Minimum insurance requirements are listed below but these requirements may be modified or increased depending on the nature of the event:

- Workers Compensation insurance with limits not less than \$1 million
- Comprehensive or Commercial General Liability insurance with limits not less than \$1 to 5 million (depending on nature of event, which includes of liquor liability and all independent contractors)
- Automobile Liability insurance with limits not less than \$1 million.

A Certificate of Insurance confirming coverage and an Endorsement for Additional Insureds form (known as a "Form CG 20" or equivalent) are both required. The following entities must be endorsed as Additional Insureds on all policies required of the Event Producer: "Treasure Island Development Authority, City and County of San Francisco, United States of America, acting by and through the Department of the Navy, and their officers, directors, employees and agents".

One-Day Special Event General Liability Insurance coverage is available for purchase through TIDA on a sliding fee scale based on the nature of the Special Event and the number of participants. Event Promoters may request more information from the Authority regarding the availability of this coverage if they do not carry Liability Insurance themselves.

Any and all organizations approved for any discounted rates, including the At - Cost Rate and Waiver of Standard Rates will be required to provide General Liability Insurance coverage that meets the requirements specified in the Use Permit. If the agency is self - insured, written documentation of such self insurance is required.

VII. ANNUAL REVIEW OF RATES

The rates for each venue shall be reviewed at least annually, and adjusted as deemed necessary after a market survey. Any changes to the Event Venue Rate Schedule shall be presented to the Authority Board for adoption.

December 2011

RATE COMPARISON-BUILDING 1

VENUE	MAX SEATED CAPACITY	SITE RENTAL FEES	RENTAL PERIOD	EXTRA HOUR CHARGE	TABLES CHAIRS	DANCE FLOOR	CATERER
Building 1 Treasure Island	500	\$3,000	8 hours		NO	NO	BYO
Shrine Event Center-Livermore	450	\$800-\$3,500	8 hours		YES	YES	List
Legion of Honor	370	\$5000 min	8 hours	\$1,500	YES	YES	List
Asian Art Museum-SF	400	\$6,500 min	8 hours		NO	YES	List
Julia Morgan Ballroom	350	\$8,500	16 hours		YES	YES	BYO
SF MOMA		\$15,000	5 hours		NO	NO	List
City Club of San Francisco	460	\$2,500 +F&B min	5 hours		YES	YES	\$\$\$
SF Ferry Building	300	\$8000 min	5 hours	\$300	YES	YES	\$\$\$
San Francisco City Hall Rotunda	500	\$10,000	10 hours	\$500	NO	NO	List
SF Design Center Galleria	300	\$6,000	8 hours		YES	YES	BYO

RATE COMPARISON-HANGAR 3

VENUE	SQ FT	SITE RENTAL FEES EVENT DAY	SIRE RENTAL FEE SET UP/BREAKDOWN	RENTAL PERIOD	CLEANING FEE	TABLES CHAIRS	DANCE FLOOR	CATERER
Hangar 3 Treasure Island	64000 (open Bay)	\$16,000	\$2,500	8 hours	N/A	NO	NO	BYO
Festival Pavilion Ft Mason	54000	\$8,400	\$5,200	8 hours	\$1,575	NO	NO	BYO
Herbst Pavilion Ft mason	30000	\$6,400	\$4,200	8 hours	\$26/hr	NO	NO	BYO
Hangar 12 Alameda Pt	96774	\$2,000	\$1,000	8 hours	N/A	NO	NO	BYO
Pier 80	85000	\$17,500		8 hours		NO	NO	BYO

RATE COMPARISON-CASA DE LA VISTA

VENUE	MAX SEATED CAPACITY	SITE RENTAL FEES**	RENTAL PERIOD	EXTRA HOUR CHARGE	TABLES CHAIRS	DANCE FLOOR	CATERER
CASA DE LA VISTA (JV)	180	\$3,950	8 hours		YES	NO	WVC
SF FILM CENTER-PRESIDIO	180	\$700-\$5,000	8 hours	\$150-\$250	NO	YES	List
HAMLIN MANSION	200	\$6,000	4 hours		SOME	YES	\$\$\$
BRAZILLIAN ROOM	150	\$1,900-\$3,800	7 hours	\$250	YES	YES	List
GOLDEN GATE CLUB-Presidio	250	\$4,500-\$6,500	10 hours		NO	YES	BYO
LOG CABIN -PRESIDIO	150	\$2,500-\$3,500	10 hours	\$150	NO	YES	BYO
O-CLUB-ALAMEDA	250	\$175/hr+10%cate ring fee	per hour	\$150	YES	YES	BYO+10%
FLOOD MANSION	200	\$8,500			NO	YES	List

**Site Rental Fees shown in range representing variables such as multiple rooms, weekday rates, type of use.

For most venues, weddings are charged the full buyout of the facility at the highest rate shown.

Source: Here Comes the Guide, 10th Edition, 2007-2008

Key:

List= must choose from preferred vendor list

\$\$\$ = must use house caterer

BYO= Bring Your Own -Licensed and Insured caterer

RATE COMPARISON-CHAPEL

VENUE	MAX SEATED CAPACITY	SITE RENTAL FEES	RENTAL PERIOD	EXTRA HOUR CHARGE	REHEARSAL	BRIDAL ROOM	ORGAN
TREASURE ISLAND CHAPEL (JV, Catering)**	250	\$700	3 Hours				
TREASURE ISLAND CHAPEL (JV, No Catering)**	250	\$1,500	3 hours		\$150-1 HOUR	YES	YES
FORT MASON CHAPEL	192	\$450-\$1,000	3 hours	\$80	INCLUDED	YES	NO
OLD ST HILARYS-TIBURON	125	\$1,500	3 hours	\$300		YES	PIANO
PRESIDIO CHAPEL	160	\$875-\$1,250	2 hours		\$150-1 HOUR	YES	YES
SAUSALITO PRESBYTERIAN	180	\$1,525	2 hours		INCLUDED	NO	YES
PRESIDIO CHAPEL/OUR LADY	200	\$1,000	4 hours		\$150-1 HOUR	YES	NO
MARE ISLAND CHAPEL	200	\$200-\$700				YES	YES

**Treasure Island Chapel is not heated.

*Churches are not included in this schedule because they offer more detailed and participatory amenities than Chapels, including counseling, coordination, and musicians.

Source: Here Comes the Guide, 12th Edition, 2011







DRAFT Minutes of Meeting- Item 6 (a)
Treasure Island Development Authority
December 14, 2011

Room 400, City Hall
1 Dr. Carlton B. Goodlett Place

Mirian Saez, Director of Island Operations
Asja Steeves, Commission Secretary

1. Call to Order

1:45 PM

Present

Claudine Cheng, *Vice President*
Larry Del Carlo
Mark Dunlop
Jean-Paul Samaha

Excused

Supervisor Jane Kim, *Ex-Officio*
John Elberling
Linda Richardson, *President*
Larry Mazzola, Jr., *CFO*

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DOCUMENTS L...

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2. General Public Comment

Mark Connors, Secretary of Good Neighbors Group, discussed quality of life survey which took a year to compile. Results are available on the Good Neighbors website and were distributed to the Board.

3a. Directors Report

Mirian Saez, Director of Island Operations discussed public safety and monthly crime stats for November noting that due to typical challenges in December, Community Housing Partnership hired private security to patrol the Island from December 19th through January 2nd. Discussed meeting with Office of Labor Standards Enforcement regarding prevailing wage ordinance impact on proposed TI special event policy and permit. The Mayors Budget Instructions were discussed. Ms. Saez directed the Board to a memo addressing Director Dunlop's YBI pedestrian safety inquiry. Quality of Life: TIDA staff notifies effected housing providers and commercial tenants of planned on-Island power outages by way of texting and/or phone to relays information provided by the SFPUC. However, the outages in November were not planned. Working through TIHDI, the Department of Technology installed transformers on the Island two years ago to provide Wi-Fi to island residents, which unfortunately proved to be difficult. In order to remedy this, DT plans to install 8 to 10 additional transformers and radios to improve Wi-Fi coverage to Treasure Island. Leasing Activities: 4 new subleases signed since November meeting, totaling \$339,000 in additional annual revenue. TIDA staff participation in San Francisco Food Bank canned food drive discussed. Future meeting dates and agenda items discussed.

In response to an inquiry from Director Cheng, Ms. Saez clarified that the power outages experienced in November and early December were unplanned. In response to Director Samaha, Ms. Saez stated that the power outages did effect on-Island events; however, the venues had back-up generators and events went on as planned.
No public comment.

3b. Report by Office of Economic & Workforce Development

Michael Tymoff, OEWD, gave a report relating to development activities.
Final stages of wrapping up EDC MOA with the Navy. Expect to execute sometime in January. Ramp project update: Final EIR certified by TA Board. Notice of determination issued next week. Funding application for right of way funding discussed. AC Transit Board of Directors approved MOU providing bus service from East Bay to Treasure Island. Grants discussed: Four grants in process: Three at state level. Three million dollar Federal Emergency Management Agency (FEMA) Grant to stabilize causeway between YBI and TI. The Federal Highway Administration (FHWA) grant programs include the Ferry Terminal construction and congestion pricing study. State parks grants for Hilltop Park and Urban Farm and first phase of city side Waterfront Park.
No public comment.

3c. Report by the Treasure Island/Yerba Buena Island Citizen's Advisory Board (CAB)

There was no report from the Citizen's Advisory Board.
There was no public comment on the Citizen Advisory Board report.

4. Communications

There was no discussion of the Communications by Directors.
There was no public comment on the Communications item.

5. Ongoing Business by Board of Directors

No on-going business was discussed by Directors.
There was no public comment on the item.

6. Consent Agenda

- a. November 16, 2011 Meeting Minutes
- b. Intention to Terminate Contract between Board of Administration CalPERS and the TIDA Authority Board
- c. Support for TIDA Application to the FHWA 2012 Discretionary Grant Program

Director DelCarlo motioned for approval.

Director Dunlop seconded.

The items were approved unanimously.

7. Resolution Retroactively Approving a MOA Between TIDA Board and the SFCTA for Early Stage Implementation Support for the Treasure Island Transportation Implementation Plan

Kelly Pretzer, OEWD, reminded the board members that this item was discussed in concept back in October 2011. San Francisco County Transportation Authority (SFCTA) authorized entering into an MOA relating to the SFCTA serving as the Treasure Island Mobility Management Agency (TIMMA). The MOA institutes a contractual relationship between TIDA and SFCTA and allows for SFCTA to perform early stage implementation

activities related to the TIMMA activities. First of which was preparing an application to Federal Highways discretionary grants program related to congestion pricing and was submitted December 9, 2011. SFCTA will prepare formation documents for TIMMA which will be in front of TIDA and BOS by second quarter of 2012. This item allows this entity to get up and running.

Director Dunlop motioned to approve.

Director Del Carlo seconded the motion.

This item was unanimously approved.

No public comment.

8. Resolution clarifying the term “Transitioning Households” in the Transition Housing Rules and Regulations for the Villages at Treasure Island for the Treasure Island / Yerba Buena Island Project.

Michael Tymoff, OEWD, discussed the ongoing work with Treasure Island Villages to update the lease agreement language relating to implementation activities. 80 co-tenancy addendum applications came in from existing households. However, the applications were put on hold and will not be processed until various procedures are finalized. Once finalized, John Stewart Company (JSCo) will send a letter to all households that are approved. In order to qualify for the benefits, a tenant has to be named an adult on the lease at the time of the DDA’s effective date of July 14, 2011. Any applications received after DDA effective date will be deemed ineligible as post-DDA tenants. 61 applications came in after July 16, 2011. Fundamental qualifying principals go back to 2006 when the Board of Supervisors directed TIDA to formulate a transition housing plan that would establish a point and time that would be deemed appropriate for tenants to receive benefits. Mr. Tymoff stated that this item will not modify the transition rules, regulations or costs, but will clarify the term “transitioning households”.

In response to an inquiry from Director Cheng, Mr. Tymoff stated that 80 applications from 55 households were received and does not expect many more applications.

In response to an inquiry from Director Dunlop, Mr. Tymoff confirmed that the tenants continue to reside in the households while their applications are on hold.

In response to a question by Director Samaha, Mr. Tymoff confirmed that all applications are on hold, but if deemed ineligible tenants would sign leases as post-DDA tenants.

Director Dunlop motioned to approve.

Director Samaha seconded the motion.

This item was unanimously approved.

No public comment.

9. Presentation on Proposed Revisions to Clipper Cove Anchorage Permit Policies and Procedures, Clipper Cove Rules and Regulations and San Francisco Police Code Section 1.1

Peter Summerville, Project Office Staff, provided background of Treasure Islands Clipper Cove which has been designated a Special Use Area. Provided information on current Clipper Cove anchorage policies and the identified loopholes that need to be addressed.

Discussed the recommended revisions to Clipper Cove anchorage, regulations and associated revisions to Police Code 1.1. Overall program has rid the Cove of abandoned boats and irresponsible boaters. Revisions to Police Code 1.1 will assist in the SFPD’s ability to enforce actions on Clipper Cove ensuring that if a vessel is found in violation, it will be an enforceable/citable offense. Currently SFPD can only cite a boater/vessel if the

vessel owner is on board. Reviewed issues and possible policy and procedure revision to rules and regulations including establishing a capacity for the Cove and prohibitions on activities in the cove such as salvaging. Discussed next steps. Staff working with Police Department and City Attorney and anticipates present redline revisions for the Board's review and approval at the January meeting.

In response to an inquiry from Director Cheng, Mr. Summerville stated that Project Office Staff monitors and tracks anchorage permits and boaters in Clipper Cove. Staff works with Treasure Island Marina staff to engage vessels. Once engaged and educated, vessel owners either apply for appropriate permits or leave promptly. Staff does not anticipate any changes in that regard. Mr. Summerville confirmed that the role of SFPD Marine unit is to enforce Police Code 1.1.

In response to an inquiry from Director Dunlop, Mr. Summerville stated that there is a pump out station at the Marina which does not allow bilge pumping. Regarding the cost relating to the removal and storage of a vessel, Mr. Summerville stated that there is a mechanism for recouping the cost of removal if there is a lien sale. No public comment.

10. Presentation on the Treasure Island Rental Policy for Special Events and Event Venue Rate Schedule.

Jack Nathanson, Special Events Manager, reviewed initial rental policy which has been in effect for over four years. The landscape has dramatically evolved since the policy was enacted. Changes in the landscape include the TIHDI and Wine Valley Catering joint venture 2009 sublease with Monica Hobbs Catering at Nimitz House, Sol Rouge Winery SF at Building 180, Nimitz Conference Center with Pacific Brokerage, TI Music Festival, Oracle Staff Appreciation Night, and TI Flea Market. Rental rate classifications have been revised to include discount provisions for city employees, list of eligible organizations for at-cost rates, parking lot rates and general liability has been updated. Staff believes changes will allow Treasure Island venues to be more competitive. Use Permit revisions discussed regarding prevailing wages. Project staff also proposes exemptions for non-profit organizations. Next steps discussed. Revisions will be brought in front of the board for approval at a future meeting.

In response to an inquiry from Director Del Carlo and Director Cheng, Mr. Nathanson stated that the prevailing wages refers to stage hand workers who may be hired by permit holders to service events. TIDA does not currently have a provision for prevailing wages in our Use Permits. He clarified that the Prevailing Wage does not refer to minimum wage but to Union scale.

In response to an inquiry from Director Samaha, Mr. Nathanson confirmed that final revisions will be in front of the board in February giving stakeholders time to provide feedback on changes.

In response to an inquiry from Director Chen, Mr. Nathanson stated that the Treasure Island venues have hosted multiple events each weekend in December. Vendors are doing well this holiday season.

No public comment.

11. Discussion of Future Agenda Items by Directors

Director Dunlop requested EIR lawsuit update.

Michael Tymoff, OEWD, discussed the mandatory settlement conference held last week.

In process of prepping briefs and hearing date is April 18, 2012. Merits of case and motion to dismiss lawsuit will be reviewed.

193 Mirian Saez noted office closure due to furlough between Christmas holiday and New
194 Year's holiday. On-island needs will be handled by 311 and staff will be available in case
195 of emergency during this period.
196

197 **12. Possible Closed Session**

198 There was no closed session.

199 No public comment.
200

201 **13. Adjourn**

202 The meeting was adjourned at 2:30 p.m.
203

